



# Franconia Springfield Station Vision Plan

September 2008

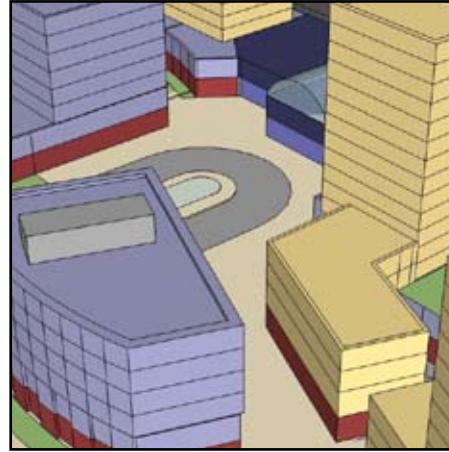
Prepared for the  
Washington Metropolitan Area Transit Authority (Metro)



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## 1. EXECUTIVE SUMMARY

This study was commissioned by the Washington Metropolitan Area Transit Authority (Metro) to identify station improvements and joint development potential at the Franconia Springfield Metrorail station in Fairfax County, Virginia. This report and concept vision plan was facilitated by PB PlaceMaking, under a P2D joint venture contract with WMATA. Economics Research Associates (ERA) provided the market analysis and financial implementation strategies.

This Station Area Vision Plan is a result of collaboration between Metro, Fairfax County, and local stakeholders to address overall goals for:

- Improved accessibility to and from the station;
- Improved station functionality and transit operations; and
- Future joint development that achieves the highest and best use of Metro's property and meets stakeholder goals.

The Franconia Springfield Metrorail station is a multimodal station that serves as a junction for the southern terminus of the Metro's Blue Line, Virginia Regional Express commuter rail, and local, regional and national bus services. It is in an increasingly urbanizing part of Fairfax County, with large tracts of nearby land that are prime for redevelopment. However, the Franconia-Springfield Metrorail station faces stresses not only from having to accommodate a growing number of passengers from nearby residential, commercial, and retail development, but also from its status as a terminus station, attracting a high volume of regional commuters using bus, Kiss & Ride, and predominantly the parking facilities to access the station. Limited access to the station, including a single full access entrance, poor pedestrian and bicycle connections, a one-way road that circles the perimeter of the facility, and existing station facilities creates a generally "land locked site," with little developable land outside of existing structures.

This study proposes two alternatives that address the needs and potential of the site to take into account the goals and desires of all of the planning stakeholders. In the short term, this plan envisions making significant improvements to the pedestrian and bicyclist environment while maintaining most of the existing station site design. New connections to local destinations, improved sidewalks and safer pedestrian crossings, including addressing the current undesirable practice of pedestrians walking to the station through the parking garage, are the focus of the short term plan. The Vision Plan also identifies ways to improve overall station circulation and Metrorail operations, including meeting future capacity needs for buses and other station facilities, including a Metro Police Substation and training facility.

In the long term, Metro's approximately 60-acre property is proposed for large scale redevelopment. This vision includes:

- Redevelopment of the parking garage into a mixed use transit-oriented development that also houses transit functions such as bus bays and taxi stand. The development is located in three separate blocks that are oriented towards the transit station, including 430,000 SF of office, 36,000 SF of retail and 660 residential units in buildings ranging from 2 – 15 stories tall.
- Two new roads running north-south through the site that will create a grid-like system of streets.
- A wetland park featuring native Virginian vegetation.
- A central transit plaza that creates a new sense of entry for the Metrorail station.



## SECTION 2: EXISTING CONDITIONS

The Franconia Springfield Metrorail Station, also known as the Joe Alexander Transportation Center, is located in Fairfax County, Virginia, just east of I-95 and south of the Franconia-Springfield Parkway. The station was constructed in 1997 and is the southern terminus of the Blue Line, which is part of the Metrorail system serving Fairfax County, Alexandria, Prince George's County, and Washington, D.C. Local destinations include the Springfield Mall, one of the busiest malls in Fairfax County, along with additional big box style retail located just north of the Metrorail station. Additionally, Fort Belvoir and the nearby Engineering Proving Grounds (EPG) are located approximately one mile from the station, on the west side of I-95 (Figure 2).

The station's site facilities are located on the north side of the surface tracks; together, the facilities include a 6-level above ground parking garage with a total of 5,069 spaces connected to the station by a pedestrian bridge, a bus facility with 8 bus bays, two Kiss & Ride facilities including 145 metered short and long term spaces, 36 bike racks and 20 bike lockers, a Fairfax Connector Store, and a Metro Police facility. In addition to Metrorail, several transit services are available at the station, including the Virginia Railway Express (VRE) commuter train, Greyhound Bus, and 19 bus routes, operated by WMATA Metrobus, the Fairfax County Fairfax Connector and the Potomac and Rappahannock Transportation Commission's (PRTC) Metro Direct.

Pedestrian bridge from station to parking garage



Pedestrians at station entrance crossing bus lane



View of station to the southwest



Stormwater management pond



## Station Context

WMATA owns approximately 60 acres of land directly adjacent to the Metro station, along with an additional 30 acres of land north of the Franconia Springfield Parkway (outlined in dark blue in Figure 2). The primary site is bordered to the north by the Franconia Springfield Parkway; to the west by an approximately 70 acre site that houses GSA warehouses and some new institutional and multi-family residential uses; and to the east by the Metrorail and CSX tracks.

The original construction of the Franconia-Springfield station site called for 13.90 acres of compensatory wetlands and buffer areas, as well as regional stormwater management facilities (shown in light blue in Figure 2). The parking garage and surface parking space occupies approximately 10 acres of land on site. Road paving, other facilities and significant topographical constraints take up most of the remainder of the site, resulting in approximately three acres of land that are considered to be buildable, or “development-ready.” This land is located at the northwest portion of the site, south of the Franconia Springfield Parkway and west of the primary access road at the station, referred to in this plan as the “ring road,” as it is a one way road that follows the perimeter of the parking garage.

Figure 1: Station Site

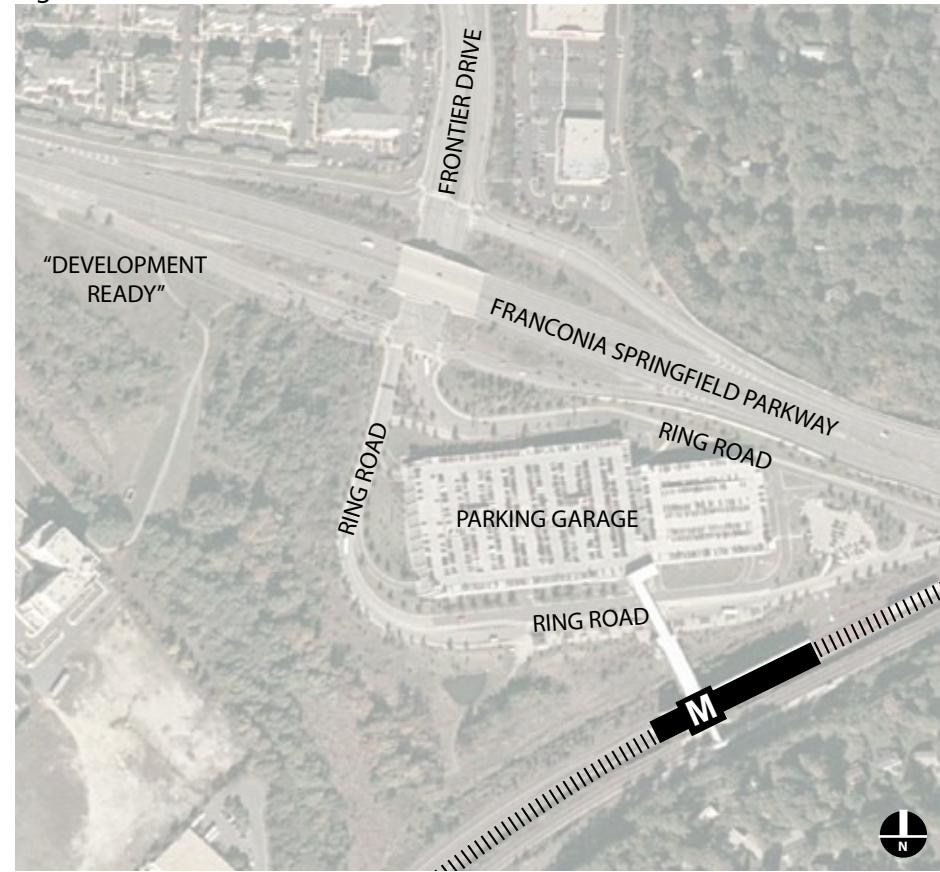
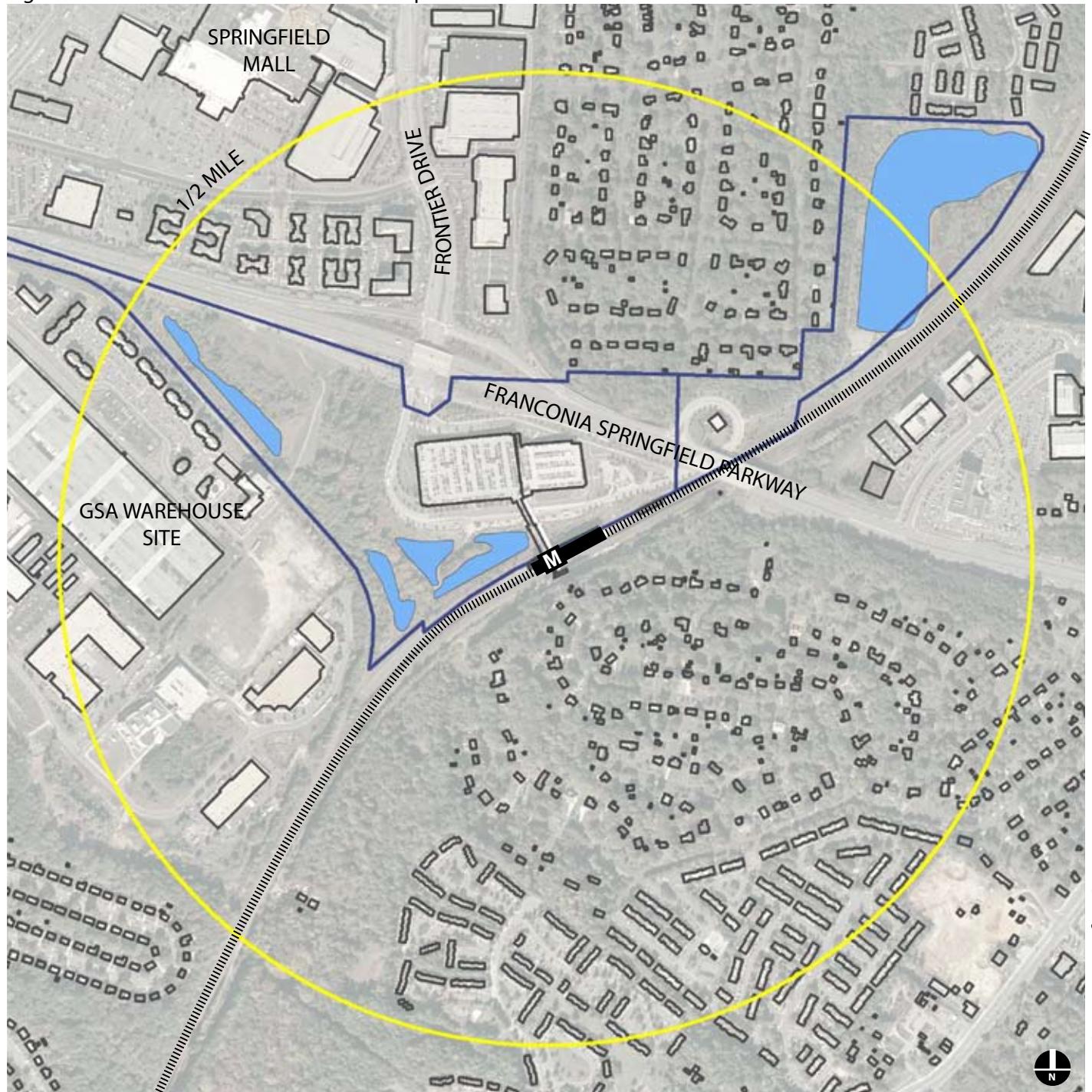


Figure 2: Station Context and Wetland Compensation Areas



Data Source: Fairfax County

#### LEGEND

- WMATA Property
- Wetland Compensation Area
- 1/2 Mile Radius from Metrorail Station

Bix box retail (right) and Springfield Mall (left)



High density residential north of station

**LEGEND**

<span style="color: #C0392B;">■</span>	Commercial
<span style="color: #7B68EE;">■</span>	Industrial
<span style="color: #4682B4;">■</span>	Public
<span style="color: #FFA500;">■</span>	Multi-Family Residential
<span style="color: #FFFF00;">■</span>	Single-Family Residential

**Land Use and Zoning**

Local land uses include established single-family residential neighborhoods to the northeast and southeast, newer multi-family residential condos and apartments, a variety of retail and office uses, including the 1.7 million square foot Springfield Mall, and additional strip commercial uses (predominantly "big box" stores such as Staples and Home Depot) along Frontier Drive. Directly west of the station is an approximately 70-acre underutilized site that currently houses General Services Administration warehouses, as well as the Northern Virginia Community College Medical Education Campus and a multi-family housing complex. However, much of the surrounding development is structured so that it orients away from the Metrorail station; poor, indirect connections to local destinations, compounded by insufficient wayfinding signage, make navigation and connectivity primary challenges to overcome.

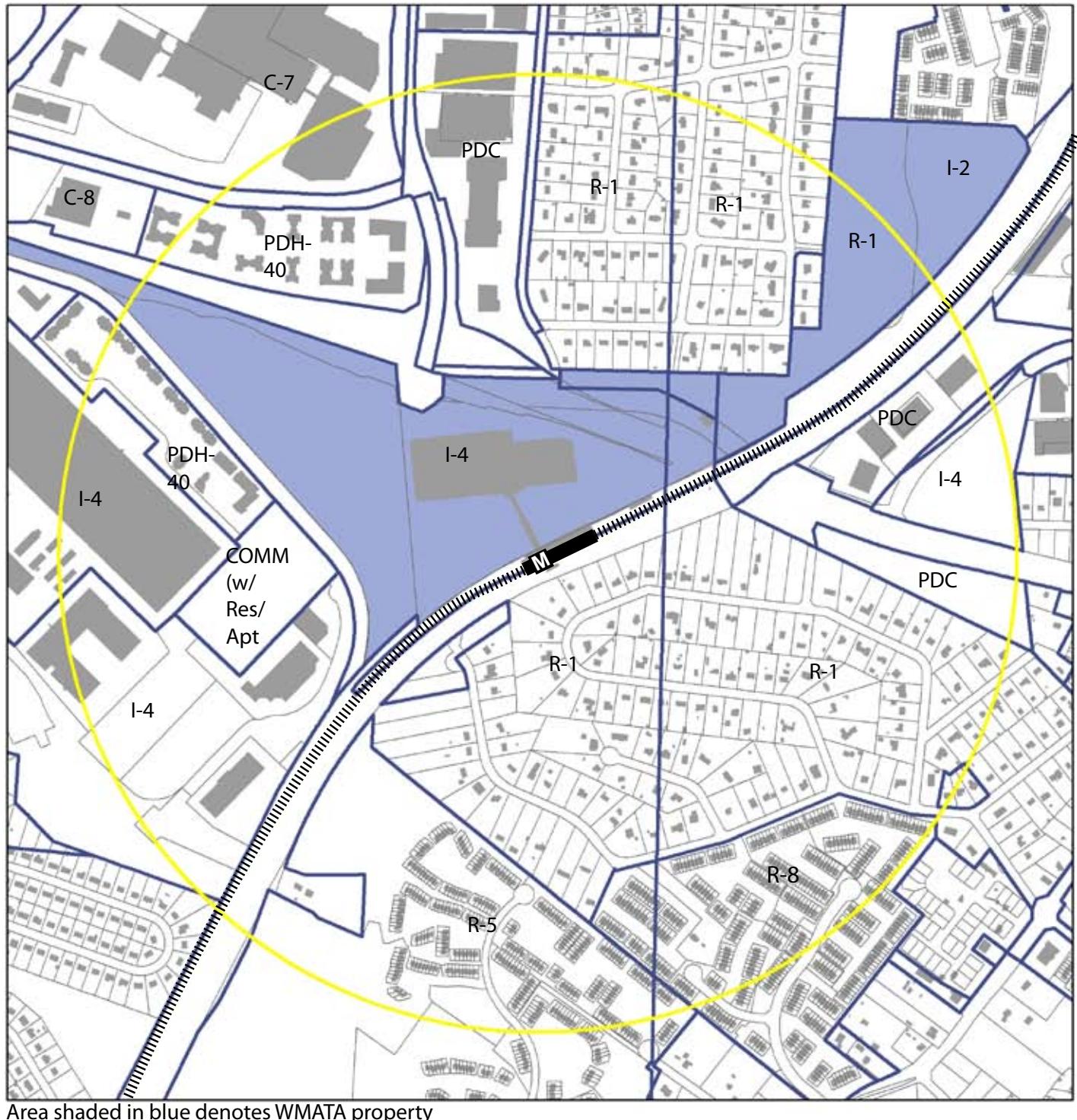
The zoning map indicates that the station site is zoned I-4, or Medium Intensity Industrial. I-4 zoning allows for areas for scientific research, development and training, offices, manufacture and assembly of products, and related supply activities. The I-4 zone restricts building heights to 75 feet and a floor area ratio (FAR) of 0.5 and requires 15% of the gross area to be reserved for open space. While WMATA property north of the Franconia Springfield Parkway is zoned R-1 and I-2, this land is used primarily for compensatory wetlands and is therefore not considered for development.

Figure 3: Land Use



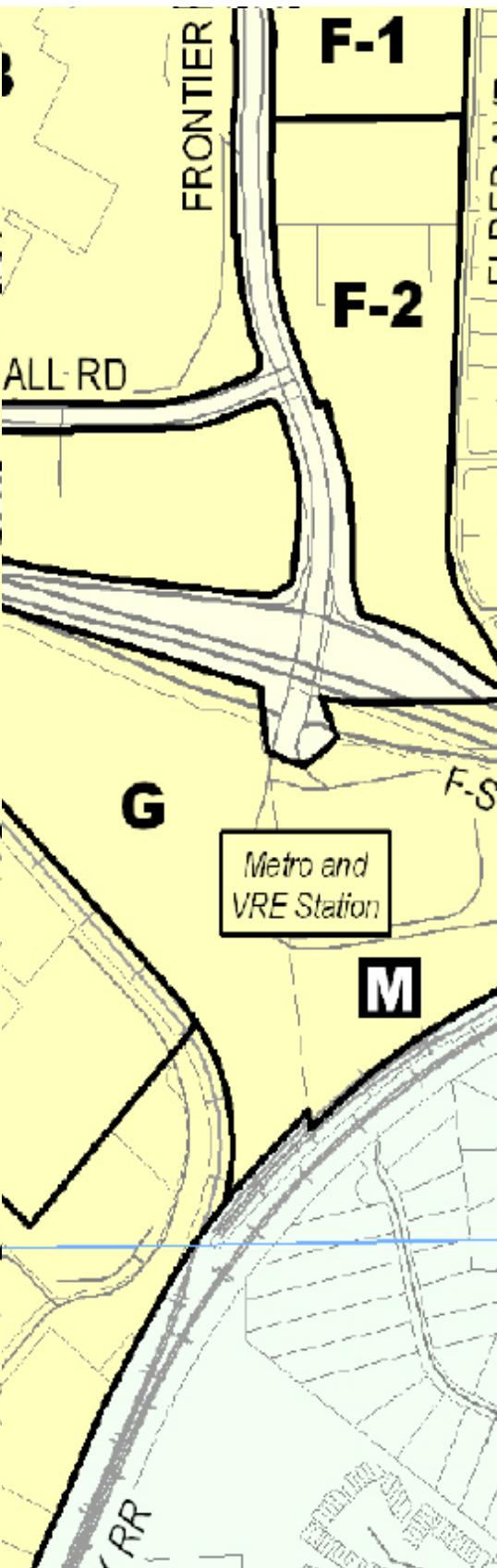
Data Source: Fairfax County

Figure 4: Zoning Map



Area shaded in blue denotes WMATA property

Data Source: Fairfax County



## Fairfax County Comprehensive Plan

The Fairfax County Comprehensive Plan (as amended through September 2006) identifies the Franconia Springfield Metro station within a Transit Station Area, which encourages mixed-use, transit-oriented development. The WMATA-owned property, designated in the Comprehensive Plan as Land Unit G, recommends a 5,000 car garage and public facilities, but does not specify any planned development for the site outside of the existing facilities. While the Comprehensive Plan does not indicate future development on the WMATA land, joint development would not be incompatible with the vision of the Transit Station Area, so long as it helps to meet the following major planning objectives:

- Provide opportunities for high density residential development in proximity to the Metro station
- Encourage mixed-use projects
- Provide appropriate transitions between varying land uses
- Encourage and implement traffic management strategies to: reduce traffic congestion, increase transit ridership, increase auto occupancy, distribute peak period traffic volumes more evenly, and increase pedestrian and bicycle travel
- Preserve stable single-family detached residential neighborhoods
- Protect the Accotink Environmental Quality Corridor system

The Comprehensive Plan also identifies the need to establish a sense of place through improving pedestrian access and environment, and using appropriate design elements. It specifies a number of specific design objectives, including the:

- Provision of high-quality development that is functionally integrated, orderly, identifiable and attractive.
- Use of design features to help establish a sense of place and assist in orienting people to find their way to the area's workplaces, stores, and other facilities.
- Design of development projects to allow for pedestrian access between buildings; provide open space and urban parks and plazas; allow opportunities for shared or reduced parking; and generally make more efficient use of land.
- Creation of a pedestrian circulation system that provides direct access to the Transportation Center and promotes the integration of employment, residential and retail uses.
- Protection of adjacent residential neighborhoods from the impacts of new development by maintaining natural vegetation and/or establishing landscaped buffers and other features.
- Protection and enhancement of environmental and heritage resources, integrating these features into development wherever practicable.

Source: Fairfax County Comprehensive Plan

## Area Transportation System

The Franconia Springfield Metrorail station is served by an extensive road system from the north but has no direct connectivity for public vehicle access from the south. Roadways within a 1/2 mile of the station include:

### Franconia Springfield Parkway

Franconia Springfield Parkway (State Route 7900) is a six lane limited access major arterial that is maintained by the Virginia Department of Transportation (VDOT). It runs east-west, separating the station area from the developed mall area and residential area to the north. The Franconia Springfield Parkway connects vehicles with important roadways, including I-95, the Fairfax County Parkway (SR 7100), Beulah Street and Backlick Road. There is a sidewalk on the north side of the parkway.

Franconia Springfield Parkway westbound



Frontier Drive looking south towards station



Spring Mall Road looking west



Metrorail Station Access Road



### Spring Mall Road

Spring Mall Road is a 4 lane collector that runs a short distance along the southern edge of Springfield Mall and provides connections to and from the Mall and multi family residential that fronts the road on the south. It has sidewalks along both sides of the road.

### Local Neighborhood Streets

Local neighborhood streets vary in character, but are generally 2 lane local roads without sidewalks.

### Metrorail Station Access Road

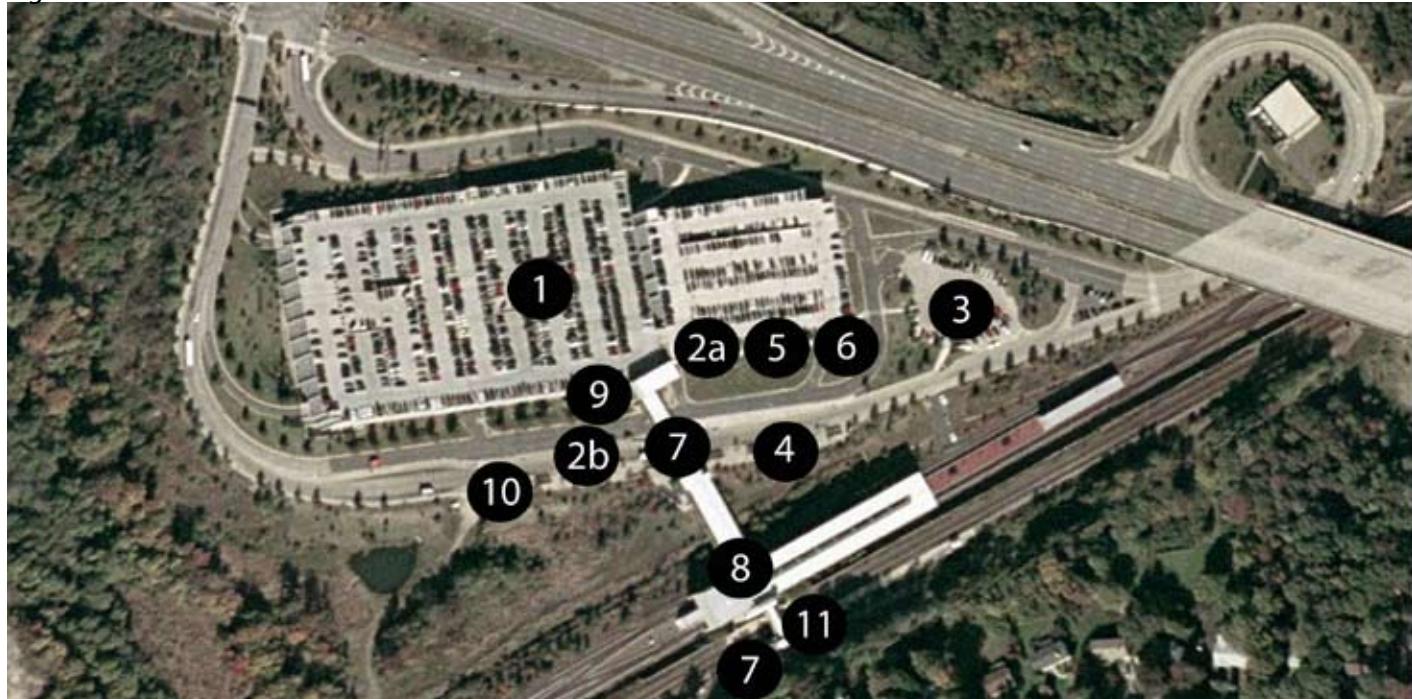
The Metrorail station access road (or the "Ring Road") is a 2 to 4 lane road with additional lanes for Kiss & Ride and buses at the station entrance. There is full access on the northwest corner of the site and a limited access entrance/exit on the east end. Sidewalks are available on both sides of the roadway.

## Station Facilities

The following facilities are located on the approximately 60 acres of WMATA-owned land:

Map ID	Facility	Description	Location
1	Park & Ride	<ul style="list-style-type: none"> <li>Six level above-ground parking garage with a total of 5,069 parking spaces           <ul style="list-style-type: none"> <li>752 reserved spaces, of which 320 are leased</li> </ul> </li> </ul>	Central portion of site
2	Short Term Kiss & Ride	<ul style="list-style-type: none"> <li>48 four-to-seven hour metered spaces (2a)</li> <li>Dedicated pick-up/drop-off lane (~ 300 ft) (2b)</li> </ul>	Ground level - east wing of garage Ring road at southern edge of parking garage
3	Surface Parking	<ul style="list-style-type: none"> <li>97 12-hour metered spaces on concrete paved lot</li> </ul>	East side of site
4	Bus Facilities	<ul style="list-style-type: none"> <li>Eight bus bays (one reserved for Greyhound)</li> <li>Bus Layover Lane</li> </ul>	Dedicated road at southern edge of parking garage
5	Taxi Queue	<ul style="list-style-type: none"> <li>Dedicated pick-up/drop-off lane</li> </ul>	Ground level - east wing of garage
6	Shuttle Waiting Area	<ul style="list-style-type: none"> <li>Dedicated area, two benches and pay phones</li> </ul>	Ground level - east wing of garage
7	Bicycle Parking	<ul style="list-style-type: none"> <li>36 bicycle racks</li> <li>20 bicycle lockers</li> </ul>	Street-level station entrance
8	Fairfax Connector Store	<ul style="list-style-type: none"> <li>Transit information center and ticket purchase</li> </ul>	Station mezzanine
9	Metro Police Station	<ul style="list-style-type: none"> <li>Detached building</li> </ul>	Street-level on south side of parking garage
10	Greyhound Station	<ul style="list-style-type: none"> <li>Detached building</li> </ul>	At bus bays to west of station
11	VRE Station	<ul style="list-style-type: none"> <li>Separate platform</li> </ul>	South of station across CSX tracks

Figure 5: Station facilities



## Ridership

The station serves a high volume of Metrorail passengers each day, with an approximate average weekday ridership of 10,000 passengers in either directions.

Table 1: May 2006 Weekday Boardings

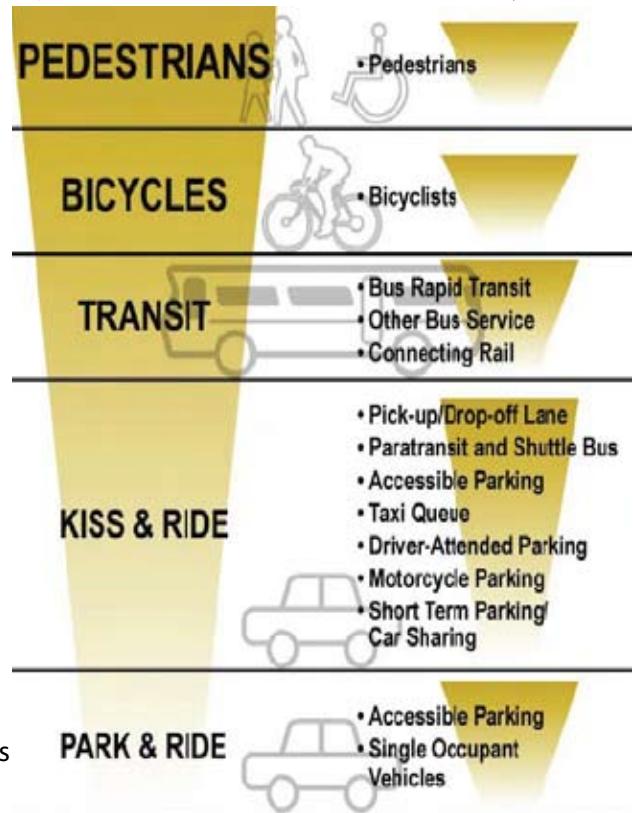
	Entry	Exit
AM Peak	6,975	609
AM Off-Peak	1,549	1,203
PM Peak	953	6,089
PM Off-Peak	378	2,170
Daily Total	9,857	10,073

According to a 2002 Metro access study, the highest mode of access to the Metrorail station during the AM peak is Park & Ride (75%). 9% of passengers access the station by bus and 1% by commuter rail. 8% of passengers are dropped off (Kiss & Ride), 1% carpool, 0.2% bicycle and 4% walk to the station.

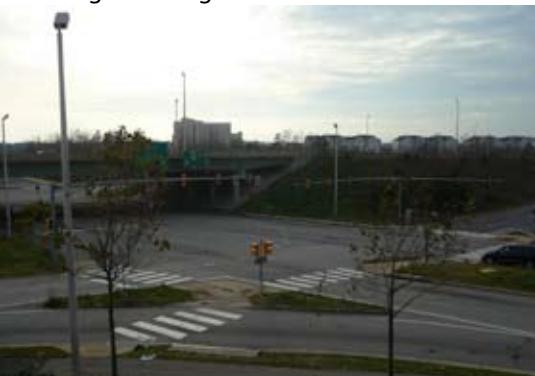
This calculates to an approximate figure of 5,232 passengers who access the Metrorail station during the AM peak via personal vehicle, 698 passengers from connecting bus and rail, 558 passengers from the Kiss & Ride, 14 from bicycle and 279 passengers who walk.

WMATA's Station Access Hierarchy (Figure 5) indicates the priority of access to the Metrorail station by each of these modes of transportation.

Figure 6: WMATA Station Access Hierarchy



"Free rights" along Frontier Drive



Ramp to Franconia Springfield Parkway



Ring road looking east



Access roads (east end of site)



## Site Circulation

The station site is served by two roadway entrances / exits (Figure 7):

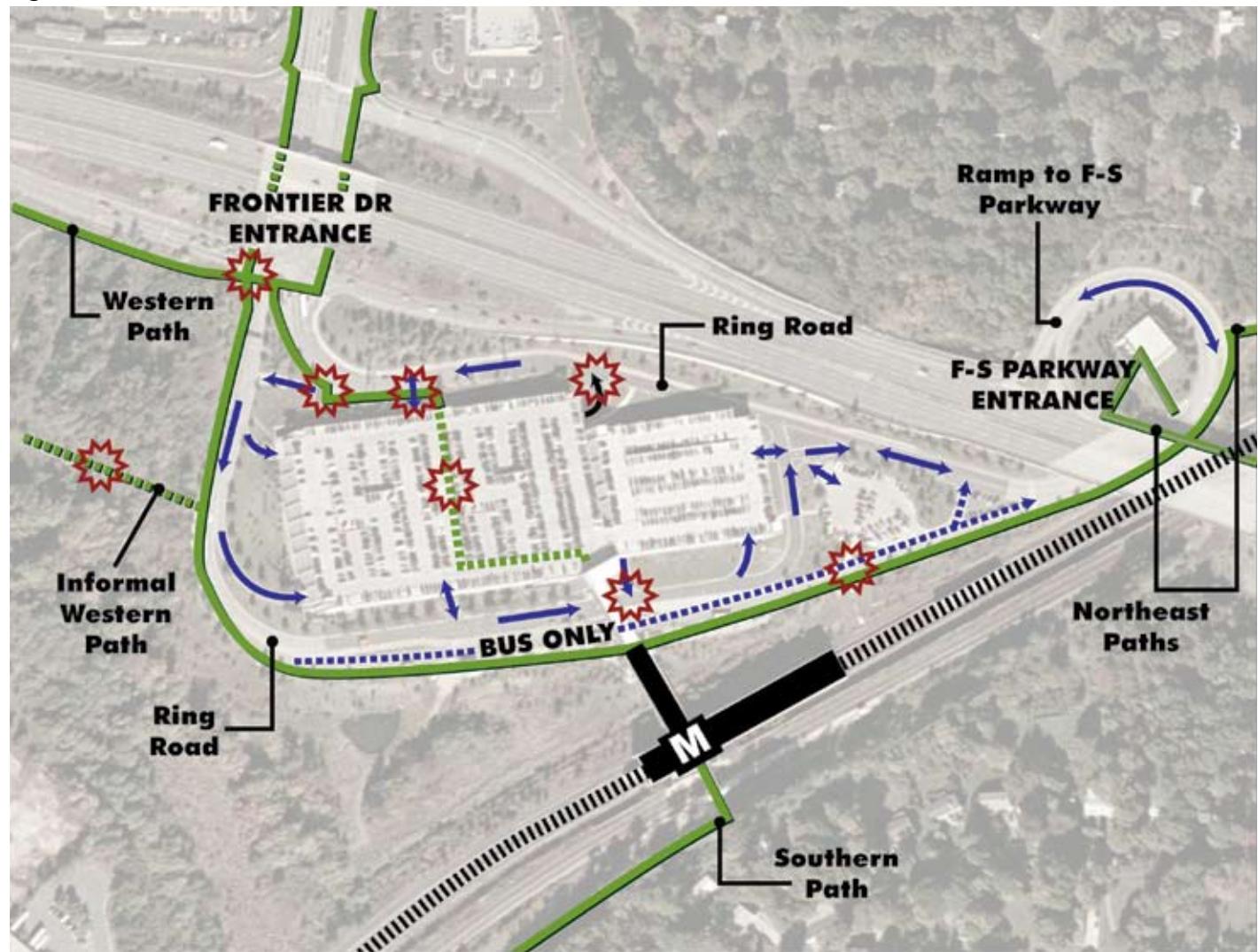
1. The Franconia Springfield Parkway and Frontier Drive interchange
2. A circular ramp to/from the Franconia Springfield Parkway westbound

The Metrorail station is served on site by a one way ring road that begins and ends at the Frontier Drive and Franconia Springfield Parkway interchange. Access from the north is provided by Frontier Drive, while access from the east and west is from ramps from the Franconia Springfield Parkway. There is a limited access ramp to and from Franconia Springfield westbound that allows for entry and exit from the station at the northeast end of the site.

The ring road tends to encourage speeding due to its wide lanes and large turning radii. There are three lanes with a 20 miles per hour (mph) posted speed limit entering the station. At the station entrance, this ring road becomes two median-separated roadways - one which serves personal vehicles and shuttles, and the other reserved for buses. Buses and vehicles re-merge at the northeastern edge of the ring road, and the road expands into four lanes with a 25 mph speed limit along the northern edge of the parking garage. At the east end of the station, there is a confluence of one- and two-way roadways that provide access to and from the Franconia Springfield Parkway westbound via a ramp. In addition, there is a road at the northwest edge of the parking garage for recirculation.

Figure 7 illustrates these roadways, as well as potential conflicts between the various modes of transportation. These conflicts are described in more detail in the following sections.

Figure 7: Station Circulation and Potential Conflicts



#### Legend

- Vehicular Route and Direction
- Bus Only Route
- Primary Pedestrian / Bike Route
- Informal Pedestrian Route

- M** Metrorail station
- ★** Potential Conflict Point



Station entrance from Frontier Drive



Western Path looking towards station



Northeast path along Franconia Springfield Pkwy



Southern path looking towards station



## Pedestrian Access and Circulation

Due to the station's relative proximity to local residential and commercial development, approximately 6% of the Metrorail passengers access the station by walking and biking. Pedestrians are accommodated by five paved pathways and roadways with sidewalks from local destinations to the Metrorail station site. These five paths include:

### Frontier Drive

The Frontier Drive and Franconia Springfield Parkway interchange is the main access point for most pedestrians. Frontier Drive at the station entrance is a seven lane road, with four to six foot wide sidewalks abutting high-volume and high-speed traffic. Access from Frontier Drive requires pedestrians to walk under the poorly lit Franconia Springfield Parkway overpass and cross a total of four crosswalks (two at signalized intersections on either side of Franconia Springfield Parkway, and two at unsignalized free right turn lanes).

### Western Path

An asphalt bicycle and pedestrian path connects the Metrorail station site with points to the west along an alignment that runs parallel to the exit ramp from Franconia Springfield Parkway eastbound. This connection is also used by pedestrians and cyclists originating from the multi-family apartments and the Northern Virginia Community College on the GSA site.

### Northeast Paths

Two paved pathways provide connections to points to the northeast from the east end of the Metrorail station site. One path is located just north of the Franconia Springfield Parkway and connects to residential areas to the northeast. The second path is a sidewalk along the Franconia Springfield Parkway, which is accessed by a stairway to cover the grade change.

### Southern Path

Access to the Metrorail station from the south is provided by a paved service road, which is closed to traffic but open to pedestrians and bicyclists via a narrow dirt path around the vehicle gate. This service road connects to a bike trail and local neighborhood streets, which are low-volume routes without sidewalks.

### Informal Western Path

An unimproved walking path provides a relatively direct connection between the Metrorail station site with the multi-family housing near the GSA site. This path crosses a riparian/wetland area, requiring pedestrians to navigate two fairly steep grade changes, soft or muddy surfaces, and a small stream.

## Ring Road

On site, sidewalks along the ring road facilitate pedestrian access to the Metrorail station from points to the north, east and west. The ring road was designed for higher speeds than posted, with wide lanes and large turning radii at curves, encouraging speeding and making it difficult for pedestrians to cross the road as needed.

The designated access way for pedestrians from the north and west is along a sidewalk on the west edge of the site. This uncovered path is indirect, narrow and has no buffer from vehicles. Many pedestrians thus favor an undesignated path through the parking garage. While more convenient, this preferred path poses a number of safety concerns, as it requires pedestrians coming from Frontier Drive to cross the recirculation road along the busy ring road, as well as cross a vehicular entry/exit point from the parking garage. There are additional safety concerns that stem from the high number of pedestrians that mix with vehicles in the parking garage. This path is unsigned and inaccessible for persons with disabilities.

Access to the Metrorail site from the northeast paths is via sidewalk along the southern edge of the ring road.

There are sidewalks along much of the ring road that are longer distances from and provide very indirect connections to the Metrorail station and are thus seldom used.

At the station entrance, a crosswalk is available from the station's street-level entrance to the median of the ring road, where Kiss & Ride pick-up/drop-off facilities are located. However, there is not a second crosswalk connecting the median to the Kiss & Ride within the parking garage, where short-term parking and shuttle and taxi waiting areas are provided. While access to the parking garage is designed to be accessed from the pedestrian bridge at the mezzanine level, many pedestrians were seen jaywalking across the ring road to access the Kiss & Ride facilities, as this is the most direct route.

## Overview of Pedestrian Issues

While sidewalks or pathways are generally available, many are not pedestrian friendly due to a variety of factors, including:

- Narrow sidewalks in varying condition that abut busy streets
- Poor wayfinding signage
- Long and indirect walking routes
- High vehicle speeds
- Limited connections with nearby residential development
- Inadequate crosswalks with indirect routing across intersections
- Conflicts with right-turning vehicles that are not required to stop
- Lack of pedestrian amenities, such as urban street lighting, landscaped buffers and street trees
- Trail connections that are isolated and poorly lit

Shuttle-only proffer road under construction



Northern entrance to parking garage



Pedestrians walking in parking garage



Partial crosswalk from station to Kiss & Ride



Covered bicycle parking (northern entrance)



Bicycles locked to railing (southern entrance)



Uncovered bicycle parking (southern entrance)



Bicycle lockers (northern entrance)



## Bicycle Access and Circulation

Bicyclists travel to and from the Metrorail station site via the same paved routes as pedestrians. However, bicyclists accessing the station from Frontier Drive and along the station's ring road do not have designated on-road facilities, requiring bicyclists to either ride in the vehicle travel lane or share the sidewalk with pedestrians.

At the station entrance, covered and uncovered bicycle parking, as well as bicycle lockers, are available near the north station entrance behind the escalator. There is also an uncovered bicycle rack located at the south entrance. During site visits, the bicycle racks at both entrances were full, with bicycles locked to the railing at the south entrance, indicating a need to provide more covered bicycle parking to meet both existing and future capacity demands. The 2007 WMATA Station Access and Capacity Study further indicates that the Franconia Springfield Metrorail station has the 29th highest bicycle rack utilization within the Metrorail system, with an approximate 80% bicycle locker and 92% bicycle rack utilization rate.

### Overview of Bicyclist Issues

Sidewalks or pathways are generally available, but the bicycling environment remains unfriendly due to the numerous factors, including:

- No bike lanes
- Narrow sidewalk widths making it difficult to share with pedestrians
- Poor wayfinding signage
- Streets with free right turn lanes and high volumes and speed of traffic
- Trail connections that are isolated and poorly lit
- Limited connections with nearby residential development
- Damaged bicycle racks near the Metrorail entrance
- Insufficient bicycle racks
- General lack of parking security
- No information to promote use of bicycle lockers

## Bus Access and Circulation

Buses access the Metrorail station via the ring road as described in the Site Circulation section (page 10). A bus layover area is located along the northern and southern edges of the bus-only road at the station entrance.

The Franconia Springfield Metrorail station is served by a total of 19 bus routes, provided by WMATA Metrobus, TAGS Shuttles, Fairfax County's Fairfax Connector, and the Potomac and Rappahannock Transportation Commission's (PRTC) Metro Direct, a commuter bus which connects passengers to and from Prince William County and Potomac Mills. During peak hour, a total of 60 buses pass through the station. Additionally, there is also a Greyhound station with a dedicated bay located at the west end of the bus array. Bus service is accommodated by eight bus bays (including the one reserved for Greyhound) at the Metrorail station, each with a waiting shelter and bench.

**Figure 8: Bus Routes**

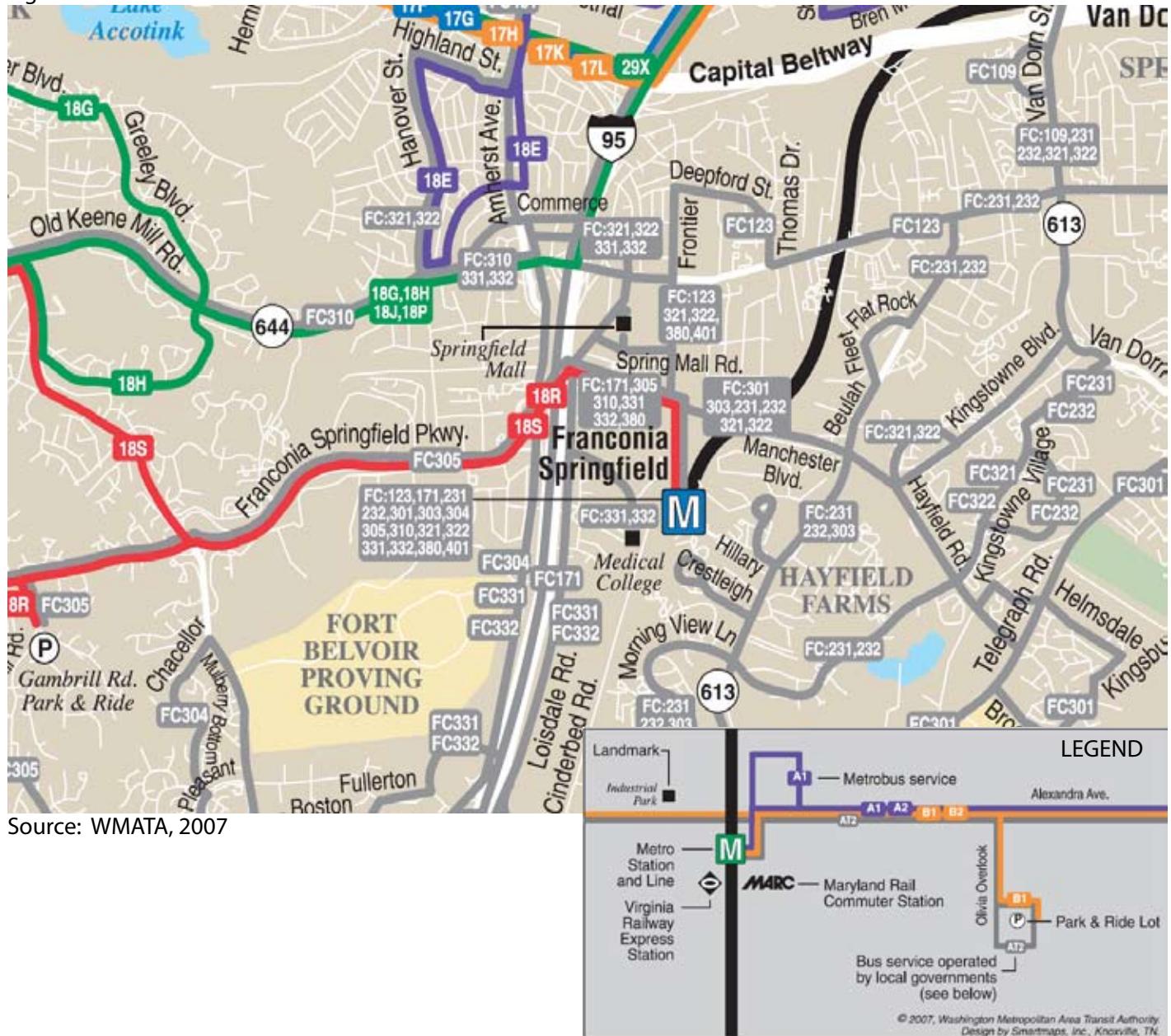


Table 2: Bus Routes and Bus Bay Capacity

Bus Bay	Agency	Route	Line	Direction	Peak Hour Departures	Bus Bay Capacity
A	FC	231	Kingstown Line	Terminus	2	133%
	FC	303	Island Creek Line	Terminus	2	
	FC	304	Saratoga Line	Terminus	2	
	FC	305	Newington Forest Line	Terminus	2	
B	FC	301	Telegraph Road	Terminus	2	100%
	FC	380	Franconia-Springfield/Pentagon Express	Terminus	4	
C	FC	171	Richmond Highway	Terminus	2	167%
	FC	310	Rolling Valley Line	Eastbound	2	
				Westbound	2	
	FC	331	I-95 Circulator	Terminus	2	
D	FC	321	I-95 Circulator	Terminus	2	67%
	FC	401	Backlick-Gallows Road Line	Terminus	2	
	FC	301	Telegraph Road Line	Terminus	N/A	
E	M	18R	Burke Centre Line	Terminus	2	283%
E	M	18S	Burke Centre Line	Terminus	2	
	M	S80	TAGS - Springfield Mall & MetroPark	Terminus	8	
	M	S91	TAGS - Springfield Mall	Terminus	5	
F	PO		Prince William	Terminus	2	33%
G	FC	232	Kingstown Line	Terminus	2	67%
	FC	322	Greater Springfield Circulator	Terminus	2	
H	GH		All		N/A	N/A

M = Metro

FF = Fairfax Connector

PO = PRTC OmniRide

GH = Greyhound

As shown in Table 2, bus bay capacity, calculated using the WMATA standard of six departures per hour per bus bay, varies from being below to over capacity. The layover spaces location along the north and south sides of the bus only road at the station entrance are well utilized, particularly because of the many bus routes that terminate at the Franconia Springfield station. WMATA has identified the need for three additional bus bays to accommodate future bus and circulator service.

Figure 9: Bus Bays



Bus layover area (west of station)



Bus shelter and bay



Greyhound station



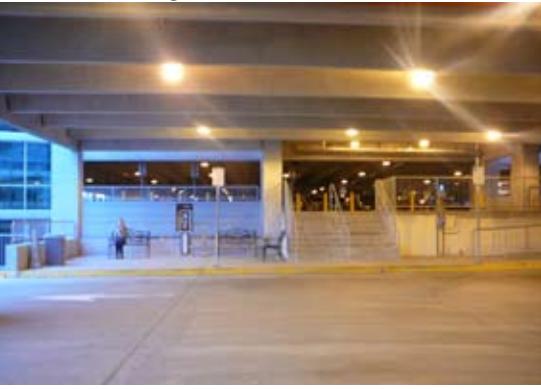
Bus shelter and path (east of station)



Kiss & Ride in parking garage



Shuttle waiting area



Pick-up / drop off Lane



Signage indicating Kiss & Ride only at street level



## Kiss & Ride Access and Circulation

There are two Kiss & Ride facilities at the Metrorail station: an indoor parking area at the ground floor of the parking garage, and a pick-up/drop-off lane along the southern edge of the ring road.

### Kiss & Ride in Parking Garage

The Kiss & Ride facilities located on the ground floor of the parking garage have a separate entrance and exit from the southern edge of the ring road. The Kiss & Ride has 48 four to seven hour metered parking spaces, one space reserved for car sharing, a taxi queue and a pick-up/drop-off lane for private shuttles. A waiting area with benches is also provided at the shuttle waiting lane. There are a number of private shuttles that pick up and drop off passengers at the Metrorail station - these shuttles originate from numerous local destinations, including business parks and offices, hotels, and medical centers.

The short-term parking in the parking garage is not well utilized, even as the pick-up/drop-off lane along the ring road has a long waiting queue during the PM peak. This is likely due to a number of factors, including an indirect connection for passengers to and from the Metrorail station, poor visibility for passengers looking for waiting vehicles from the station, insufficient signage along the ring road directing vehicles to the facility, and perceived inconvenience for vehicle drivers, who prefer not to loop in and out of the garage, especially during the PM peak when it can be sometimes difficult to exit the garage due to high volumes of traffic along the ring road.

Pedestrian access to this Kiss & Ride is confusing, as passengers are intended to access the Kiss & Ride via the pedestrian bridge on the mezzanine level, then descend a set of stairs or a long ramp. Instead, pedestrians prefer, and are encouraged by signage inside of the station, to access the Kiss & Ride via the street level and cross the bus lane and vehicle lanes at the ring road, despite there not being a crosswalk to cross the vehicle lanes.

### Pick-up/Drop-off Lane along the Ring Road

The approximately 300 foot long pick-up/drop-off lane is very well utilized during the PM peak, and vehicles and shuttles can be found double-parking into the travel lanes while they wait for their passengers, causing congestion along the ring road and making it difficult for vehicles to exit the parking garage. Conflicts can occur between vehicles that are waiting for passengers and vehicles that are trying to exit the pick-up/drop-off lane. Shelters and benches are not available for waiting passengers, and poor lighting is present throughout the lane.

## Park & Ride Access and Circulation

With an estimated 75% of Metrorail passengers using the Park & Ride, the Park & Ride remains the most popular mode of access to the station.

The parking garage consists of 5,069 parking spaces along six levels, and is typically full by 8:30 am on the weekdays. There are five entrances and four exits to the parking garage from the ring road. Access from the parking garage to the Metrorail station is through a pedestrian bridge. Stairwells do exist throughout the garage to provide alternative vertical circulation, but often do not lead to any walking paths to the Metrorail station.

A small surface lot towards the east end of the site, originally designed for tour bus parking, has been converted into a space for 97 long-term metered parking spaces.

There are also 300 cost-free parking spaces reserved for commuters in the southeast portion of the Springfield Mall parking garage. A TAGS shuttle provides transportation to the station from this parking on 10 - 15 minute intervals during the morning and evening peak. Commuters using mall parking also walk to and from the Metrorail station along Frontier Drive.

While vehicular access to and from the garage appears to operate fairly smoothly, a number of access concerns were noted, including:

- Some difficulty exiting the parking garage during peak hours due to high-speeds and volumes of traffic along the ring road, creating long queuing lines inside the parking garage
- An insufficient number of parking spaces
- Poor wayfinding signage for vehicles exiting the station via the ramp to Franconia Springfield Parkway westbound, and for diverting vehicles from the Frontier Drive exit
- Inadequate wayfinding signage within the parking garage directing vehicles to the correct exit
- Fast speeds within the parking garage
- Poor site distance at one of the northern parking garage exits

Northern parking garage exit



Parking garage interior



Surface metered parking lot



Ring road looking west - exit to Frontier Drive



Passengers exiting during the PM peak



Passengers using fare vendors during PM peak



Station platform



Vertical circulation to VRE platform



## Station Circulation and Capacity

Within the station are the following facilities:

- 11 fare gates (1 ADA accessible)
- 7 fare vendors
- 2 exit fare machines

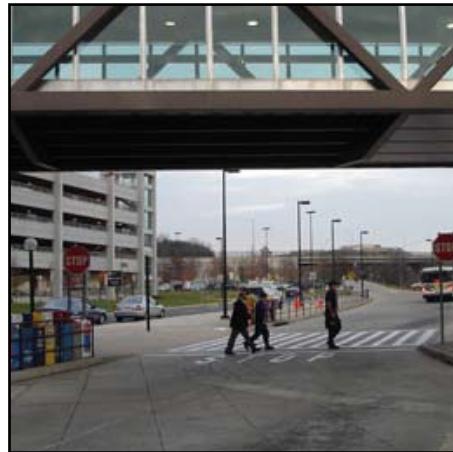
### Vertical Circulation

- From the station platform to the mezzanine
  - One elevator
  - Three escalators
  - One set of stairs
- From the mezzanine to street level
  - One elevator
  - Two escalators
  - One set of stairs
- From the mezzanine to the VRE station and southern station access (via a pedestrian bridge)
  - Two elevators (one on either side of the pedestrian bridge)
  - Two sets of stairs (one on either side of the pedestrian bridge)
- Within the parking garage (connected via a pedestrian bridge)
  - Three elevators
  - One set of stairs

According to visual observation, there are not currently any outstanding concerns for internal station circulation. During the PM peak, pedestrian movement within the station seems to flow sufficiently, although there is some queuing to exit the faregates, as well as slight congestion at the vertical circulation (stairs and escalators) to travel from the station platform to the mezzanine.

The 2007 WMATA Station Access and Capacity Study indicates that additional study is warranted to determine whether additional vertical circulation elements will be needed in 2030. It does not anticipate any future needs for faregates by 2030.

The single elevator between the station platform and the mezzanine, as well as the mezzanine with the VRE station and access to the south, cause potential concern, as a single elevator outage would make the station inaccessible for persons with disabilities, particularly those who use wheelchairs.



## SECTION 3: STATION SITE AND ACCESS NEEDS

As ridership at the Metrorail station continues to grow, so will the strain on the station's facilities and capacity. The following analysis evaluates what improvements will be needed in the future to ensure that the station can accommodate the additional growth that is anticipated in the area, as well as correct existing deficiencies and address desires as expressed by stakeholders. These stakeholders, including local, county and state public officials, WMATA staff, and local community representatives, convened at a day-long workshop to identify their goals, concerns and suggestions for access improvements and joint development.

## Access and Capacity Needs as a Result of Local Development

There are currently three proposed developments within a half mile radius of the Metro station that will have an effect on station utilization and overall station area character. These developments include:

### Springfield Mall Redevelopment

The Springfield Mall has plans to reconfigure the existing Mall into a Town Center, incorporating retail, a new streetscape, office buildings, hotel, multi-family residential towers and additional parking structures. Fairfax County's 2030 Preferred Alternative Land Use estimates the final development program at 1960 residential units, approximately 1 million square feet of office space and 2 million square feet of retail space. Net change in development is anticipated to result in an estimated 1,000 daily boardings. This development as proposed is compatible with an envisioned transit-oriented development at the Franconia-Springfield Metrorail station as it will strengthen this destination from the Metrorail station, but will require increased shuttle service between the Mall and the station, as well as improved pedestrian and bicycle connections and an overall improved Frontier Drive streetscape. Ideally, this redevelopment plan will enhance the Franconia-Springfield Metrorail station as a destination in addition to its current status as an end of the line departure point.

### GSA Site

The GSA is located to the west of the Metrorail station site. This site is currently being explored for a number of uses, in addition to the existing multi-family apartment complex and Northern Virginia Community College Medical Education Campus. The options include offices for 6,200 army jobs (a supplement to the 12,000 going to Fort Belvoir by September 2011 as a result of BRAC), with additional office redevelopment estimated for a total of 9,000 jobs.<sup>1</sup> Should this option be chosen, the 2005 Fort Belvoir BRAC Draft Environmental Impact Statement (EIS) estimated a 20% transit mode share for employees who live to the south and west of Fort Belvoir, and a 5% transit mode share for those who live to the north and east, or a weighted average of 15% of employees who would use Metrorail to commute to work. This would result in roughly an additional 1,350 passengers who utilize the Metro station on a daily basis.

A dedicated road for shuttle service and pedestrian way is currently under construction that will connect the Metrorail station site with the GSA site and is meant to serve future office development along the northern side of the GSA site. The alignment of this road connects from the GSA site to the northwestern edge of the ring road around the Metrorail station. However, the 'L-shape' of the road, as well as the indirect connection to the Metrorail station itself, makes it an inconvenient connection for high volumes of pedestrian traffic that prefer a straight path from the southern portion of the GSA site to the Metrorail station.

### Metro Park

Located to the northeast of the station on the opposite side of the Franconia Springfield Parkway, Metro Park is a four-building office park that totals approximately 400,000 square feet. Metro Park is currently connected to the Metro station through TAGS free shuttle service. In 2006, ING Clarion purchased the office park with rights to build an additional 500,000 square feet of development, which would result in an estimated 200 additional daily boardings.

In addition, development opportunities within approximately one mile include:

### Fort Belvoir Engineering Proving Grounds (EPG)

An increase of approximately 12,000 employees as a result of BRAC at the Engineering Proving Grounds, located approximately one mile away southwest of I-95, will have significant impacts on use of the Metrorail station. The Final EIS for the development indicates a transit mode share goal of 5% - 10% for EPG employees. It concludes that achieving the target mode share would require a shuttle running between the Metro station and EPG on 12-minute headways during peak hours.

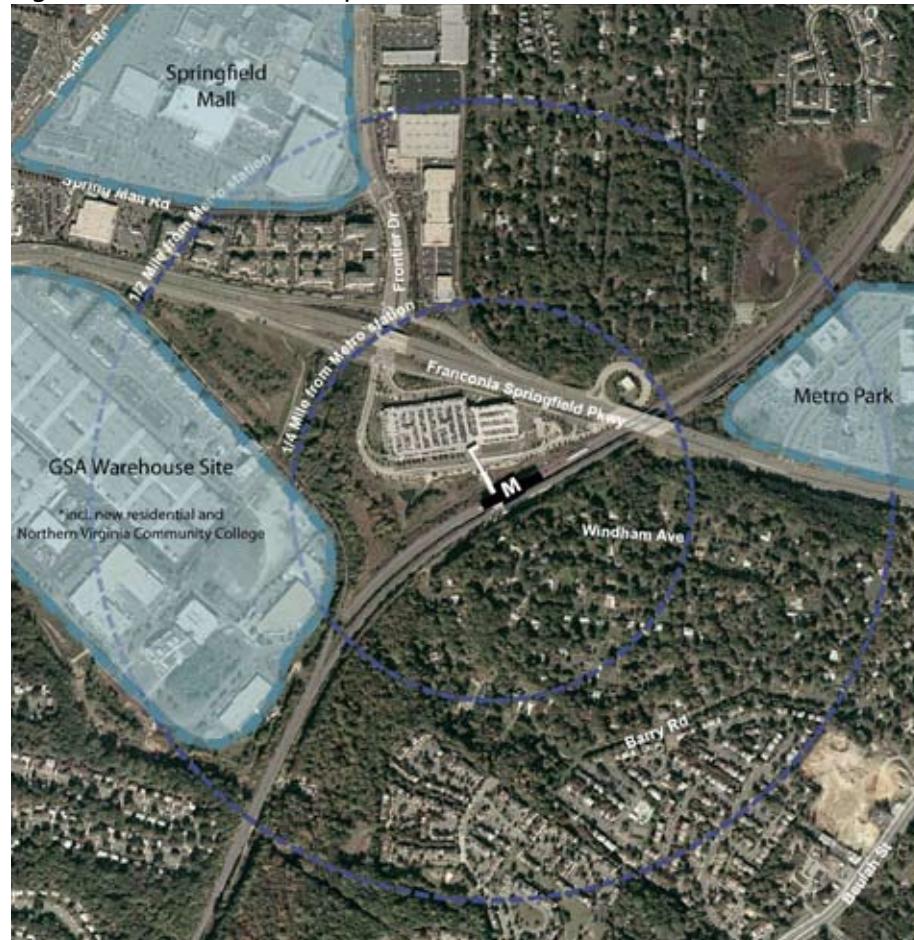
<sup>1</sup> Springfield Connectivity Study, 2008

Table 3: Anticipated Net Change in Development (2030)

Development Site	Residential (units)	Office (jobs)	Retail (square feet)	Estimated New Boardings
Springfield Mall	1,960	4,000	200,000	1,000
GSA Site	0	9,000	0	1,350
Metro Park	0	2,000	0	160
EPG	0	12,000	0	1,200
Total	1,960	27,400	200,000	3,710

Approximate trip generation numbers are derived from studies performed during the BRAC EIS process, as well as WMATA's 2005 Development Related Ridership Survey. These numbers have been rounded to create a planning-level estimate of approximate trip generation. Outside of the developments listed above, it is not anticipated that there will be other significant redevelopment of the land within 1/2 mile of the Metrorail station. The additional 3,710 daily passengers are in addition to the projected 11% increase of passengers by 2030, or a total of approximately 14,810 boardings. However, since the majority of these developments, such as the EPG and the Springfield Mall, are anticipated to be completed within the next five years, access and capacity needs may need to be addressed in the very near term.

Figure 10: Potential Development within 1/2 mile of Metrorail station



### Future Site and Access Needs

As a result of anticipated development, both as part of development proposals and for potential Comprehensive Plan build out, it is anticipated that the following site and access improvements will be needed for anticipated development by 2030 (or sooner as the time frame for area build out dictates):

- Improved connections between the Metrorail station and the Springfield Mall and other redevelopment that may occur along Frontier Drive, primarily via improved streetscapes along Frontier Drive, as well as a safe, covered and accessible mechanism by which to traverse from the Frontier Drive entrance to the Metro station entrance.
- Improved connections between the Metrorail station and the GSA site, via the existing proffer road and a more direct pedestrian bridge between the two locations to encourage pedestrian trips.
- Improved connections between the Metrorail station and points to the east.
- Three additional bus bays to handle the capacity of shuttles and circulators to and from the GSA site, Fort Belvoir and other local developments, as well as expanded bus service.
- Increased bicycle facilities, such as covered bicycle parking or lockers and on- and off-road bicycle lanes. The 2007 WMATA Station and Access Capacity Study indicates that Franconia Springfield has a bike locker utilization rate of 80% and a bike rack utilization rate of 91.7%. Significant improvements to the pedestrian and bicycling environment as recommended in this Vision Plan would further increase the number of passengers who will access the Metrorail station by bicycle.
- Expanded and/or improved Kiss & Ride to maintain site circulation while accommodating additional vehicles.
- Expanded station facilities for increased ridership, including faregates, fare machines and vertical circulation (additional elevator, escalator and stair).

Due to the fact that a number of the anticipated land uses will serve as important destinations, and not origin points, the intention is that minimal additional station facilities for vehicles to park and ride will be provided. While alternative modes of access, such as bicycles, buses and walking, should be encouraged to minimize the need to increase the number of parking spaces, the need for accommodating more parking requires further evaluation given the existing parking demand.

## Stakeholder Access and Capacity Needs

On June 22, 2007, an internal workshop was held to evaluate the joint development and access improvement potential for the Franconia-Springfield Metro station. This workshop included participants from various local, county and state government agencies, as well as local community representatives. During break out sessions and table exercises, these stakeholders identified their goals for the area, as well as their concerns and potential solutions for access at the Metrorail station.

The goals as stated by workshop participants are:

- To create a true multi-modal transportation center
- To enhance bicycle and pedestrian connections and amenities as part of a comprehensive network to and through the Metro site
- To provide wayfinding and directional signage
- To improve vehicular entry / exit at the parking garage
- To contribute to the beautification of Springfield
- To shift the mentality that the Metro station is geared to vehicular access towards a more balanced view including pedestrians and bicyclists accessing the station

### Access Improvements

The table exercises resulted in the following common themes:

- Improve station bike facilities
- Create way-finding signage system for station area
- Increase bus capacity and improve bus facilities
- Improve pedestrian route through station parking garage
- Improve existing pedestrian connections to surrounding neighborhoods to create a safer environment
- Link station with GSA area to the southwest of the station
- Improve pedestrian environment and crosswalks under Franconia-Springfield Parkway
- Improve pedestrian environment and intersection crosswalks along Frontier Drive from Franconia-Springfield Parkway to Franconia Boulevard

The following access improvements are a summary of all access improvements discussed at the tables.

### Bus Facilities

There were overall few concerns about the bus facilities, other than the need to accommodate more buses in the future, as well as to improve the waiting area for bus passengers. There was a desire to address the current bus bay configuration to be more pedestrian friendly. The workshop participants provided the following suggestions to address these concerns:

- A bus station or its equivalent should be created to accommodate future bus demand (anticipated to be the equivalent of the need for three new bus bays)
- Evaluate the potential for a busway to Fort Belvoir along the CSX/VRE tracks to support shuttles that will originate at the Metro station and have a stop at the GSA warehouses / Northern Virginia Community College (this will require a pedestrian/bike connection over the rail tracks)
- Provide increased circulator bus / TAGS / shuttle service from the Metro station to local destinations
- Decrease bus headways to move more buses through the bus bays

## Automobile Facilities

The primary concerns regarding automobile access related primarily to issues with exiting from the station during the PM peak hours, capacity of the parking garage, and poor Kiss & Ride circulation. Suggestions to alleviate these concerns include the following:

- Provide a direct automobile ramp exit to Franconia-Springfield Parkway eastbound, as well as evaluating other methods by which to alleviate the bottle-neck at the intersection of Franconia-Springfield Parkway and Frontier Drive
- Increase signal time at the intersection of the Franconia-Springfield Parkway and Frontier Drive
- Provide a “smart park” system, indicating the number and location of parking spaces in the parking garage
- Evaluate the need to accommodate more parking in the future, or to provide alternate parking at other Metro stations
- Provide wayfinding signage in the garage
- Evaluate whether more efficient methods for payment upon exiting the parking garage (e.g., FastToll) would facilitate faster exits from the station site
- Provide a cell-phone waiting area (needs visual access to the station exit)
- Provide directional signage to the existing Kiss & Ride located within the parking garage
- Provide benches and retail facilities at the Kiss & Ride

## Bicycle / Pedestrian Facilities

The general consensus from the groups in the table exercise was that while local trails and paths do exist to connect pedestrians and bicyclists from the Metro station to many of the local destinations, these paths and trails are often unattractive, inconvenient and unsafe.

### Paths

- Provide a map and directional signage at the Metro station indicating trails, bike lanes, parking and other information
- Ensure that the proffered road from the Metro station is also designed for bicycles and pedestrians, with street furniture and landscaping
- Evaluate the potential to provide a direct elevated pathway for pedestrians to connect from the existing Metro station pedestrian bridge to Frontier Drive. At a minimum, walking lanes should be provided in the parking garage for direct, covered and signed access to the Metro station.
- Evaluate the potential to provide an underground connection (lined with shops) from the Metro station to Frontier Drive, such as can be found at the Crystal City Metro station
- Evaluate the possibility for a bicycle / pedestrian connection to the GSA site
- Provide pedestrian improvements from the Metro station to local destinations (excluding Springfield Mall)
  - Through Windsor Estates
  - From Loisdale Road to WMATA via the GSA site
  - Along Beulah Road
- Evaluate the possibility of constructing a pedestrian bridge between the Metro site and the GSA site (with kiosks and vendors)
- Provide pedestrian improvements from the Metro station to the Springfield Mall along Frontier Drive. These improvements should include:
  - On-road bicycle paths
  - Wide, landscaped sidewalks with some separation from the vehicles
  - Pedestrian scale lighting

## Cyclist Amenities

- Provide a bike station – secure membership bicycle parking, potentially in partnership with a local bicycle shop. At a minimum, covered bicycle parking should be provided.
- Make available better accommodations for bicyclists, including:
  - Changing rooms / showers
  - Allowance of bicycles on the Metro during peak hours
  - Public bicycle rental program
  - More bike lockers at the Metro station
  - Bike lockers and / or bike racks at all neighborhood access points

Bike Station in Long Beach, CA



## Safety improvements

The following improvements were suggested to create a safer environment for pedestrians and bicyclists at and near the Metrorail station

- Assign an entity with responsibility for snow removal and other regular maintenance on paths and sidewalks, especially at:
  - Underpass of Franconia-Springfield Parkway at Frontier Drive
  - Other areas not in front of private property
- Ensure that trails and paths are well lit and address blind curves, which cause for pedestrian and bicyclist conflict (particularly at the end of the asphalt path to the west of the Metro station and the trail south of the Metro station)
- Provide signage and enforcement indicating that automobiles must yield to pedestrians at crosswalks by coming to a full stop
- Provide intersection improvements for safety and visibility, including LED-lighted crosswalks and refuges (e.g., raised medians) for multi-lane roads. The need for such improvements were particularly raised for:
  - Franconia-Springfield Parkway ramp and Frontier Drive (including the underpass)
  - Eliminate or safely accommodate the diagonal crossing from the median on the Metro site to the west side of Frontier Drive
  - Frontier Drive and Spring Mall Drive
  - Franconia-Springfield Parkway ramp and Beulah Street (safety concerns at this intersection in particular were raised as a deterrent for pedestrian / bicycle connections to the east)

Bicycle parking in Bike Station





## SECTION 4: JOINT DEVELOPMENT OPPORTUNITIES

The Franconia Springfield Metrorail station is located in an increasingly urbanizing county, with some of the fastest growth within Fairfax County projected to occur within one mile of the Metrorail station. WMATA's property thus continues to grow as an valuable asset within this context, providing important regional connections to jobs, housing and shopping. The approximately 60 acres that WMATA owns on site provides additional opportunities to bring additional value to WMATA and to the community through viable joint development that promotes ridership, utilizes the "reverse commute," and creates additional residential, employment and retail opportunities for local residents and passengers alike, and enhances the sense of being at a place upon arrival at the station.

A number of factors were considered in determining joint development opportunities. These factors include stakeholder input, and an evaluation of the site's opportunities and constraints and factors influencing development.

## Opportunities and Constraints

The Franconia Springfield Metrorail station is strategically located near a number of major thoroughfares, including I-95 and the Franconia Springfield Parkway. The station was designed and constructed primarily as a commuter station, with wide one-way roads and a parking structure that occupies the vast majority of the site. However, as the local area continues to develop into a more urban environment, there is an increasing need to better accommodate pedestrians and bicyclists at this multi-modal transportation hub. Poor connections and amenities for pedestrians and bicyclists currently create safety concerns and limit the Metrorail station primarily as a commuter Park and Ride, as opposed to a destination with viable connections to nearby shopping, offices and residential areas. While there is opportunity for joint development, existing Metrorail facilities, topography and wetland compensation areas require creative solutions to create a viable transit-oriented development while improving transit operations.

### Developable land

WMATA owns approximately 60 acres of land directly adjacent to the Metro station, along with an additional 30 acres of land north of the Franconia Springfield Parkway. Original development of the station site called for 13.90 acres of compensatory wetlands and buffer areas, as well as regional stormwater management facilities. The parking garage and surface parking space occupies approximately 10 acres of land on site. Road paving, other WMATA facilities, significant topographical constraints and Fairfax County resource protection areas take up most of the remainder of the site, resulting in approximately three acres of land that are considered to be buildable, or "development-ready." This land is located at the northwest portion of the site, south of the Franconia Springfield Parkway and west of the ring road at the station. While the parking garage has redevelopment potential, it currently has approximately 20 years remaining before its bond is paid off. As it is unlikely that a developer would be willing to buy out the remainder of the bond, redevelopment of the parking garage is not anticipated in the near term.

### Access and Connectivity

Franconia Springfield Metrorail station has some potential for joint development because of its prime location adjacent to major transit and arterial networks, including visibility from the Franconia Springfield Parkway. In addition, the Metrorail station is located at the terminus of Frontier Drive, which is a major commercial street. Along with recent high-density residential development and plans for redevelopment of the Springfield Mall, joint development on the Metro station site could be part of a larger "Frontier Drive District," with all development projects working together to provide a critical mass of residential, retail and commercial development with transit accessibility.

However, despite the Metro station's location, there are a number of constraints that limit the ability to optimize the site for development. These constraints include the existing site configuration, with a large parking structure situated in the middle of the site, and an isolated station location accessed by a primarily one-way ring road. Any significant joint development would require maintaining and/or expanding existing Metro facility operations, such as providing replacement parking for the existing at-capacity 5,069 space parking garage. In addition, the current site configuration poses numerous vehicular and pedestrian access concerns; in particular, it would be difficult to introduce development on site without compromising transit operations, including Kiss & Ride and Park & Ride circulation. Access is further inhibited by the one way ring road, which creates difficult access for vehicles, particularly due to the vehicular traffic that occurs during AM and PM peak hours from station Kiss & Ride and Park & Ride operations. The high traffic generation also poses concerns about increasing the number of pedestrian conflicts.

## Surrounding New and Future Development

The Metrorail station is located in close proximity to a number of important regional land uses, including the Springfield Mall, the currently underutilized GSA warehouse site that is anticipated to redevelop in the future, as well as the large draw of the Engineering Proving Grounds and Fort Belvoir - both slated for large expansion as a result of the Base Realignment and Closure Act that will redistribute approximately 18,000 employees into an approximately one mile radius from the station. These anticipated future developments will strengthen the Metrorail station as a joint development opportunity, creating a synergy for development and increasing ridership from people who are employed in the area, as well as from residents who will increasingly see the area around the Metrorail station as an advantageous place to live. As a result, any joint development on the Metrorail station site needs to take its neighbors into account. The development program should be part of a larger "district" philosophy that taps into the potential residents, workforce, and leisure opportunities afforded by a larger and more diverse development area.

## Stakeholder Input

During a one day internal workshop, stakeholders were asked to provide their input on the type of joint development that they thought would represent the best and highest use of WMATA's property. Stakeholders explored a wide range of options, from minimal development on site (limited to the "development ready" three acres of land located on the northwest portion of the site) and focusing on access improvements, to redeveloping the site entirely to maximize site potential and reconfiguring the existing station facilities to create better opportunities for transit-oriented development.

### Development Schemes

#### Development Scheme 1: "Minimal development approach"

One development scheme that was explored at the stakeholder workshop included limiting development to the northwest portion of the site, the approximately 3-acre parcel that is considered to be development-ready. Suggestions for redevelopment included public services such as a police station on the ground floor of the site with workforce and student housing located on the upper floors. Other suggestions for use of the triangular parcel included community-serving retail or an additional parking garage. The FAR for this development was recommended by one group for two times the current maximum FAR allowed for transit-oriented development.

#### Development Scheme 2: "Maximize joint development potential"

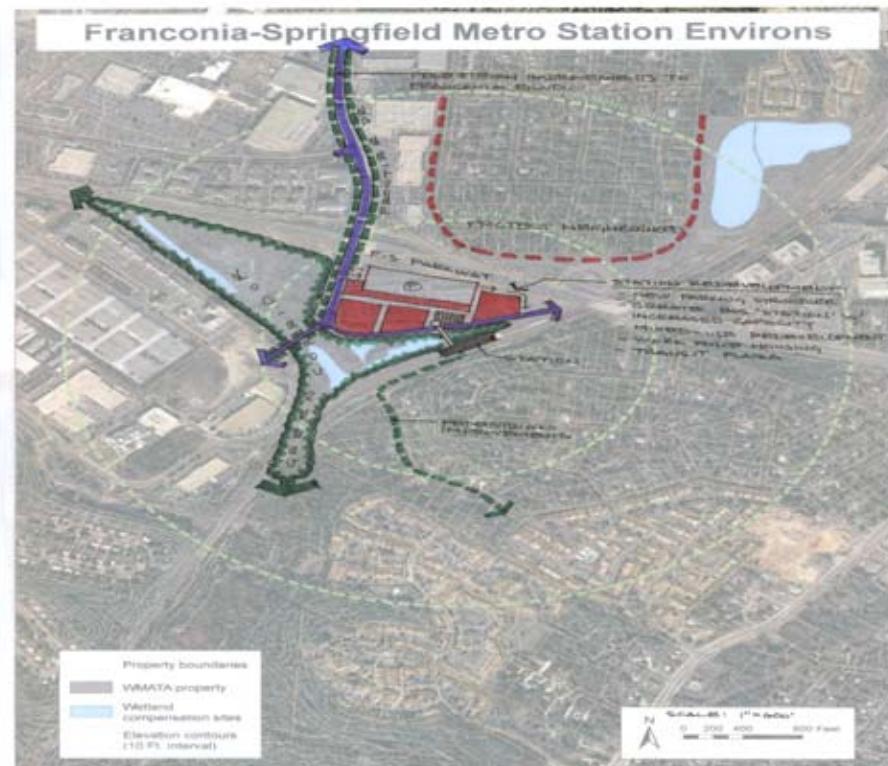
A second development scheme proposed by stakeholders examined the potential to rebuild the existing site, including the land that the parking garages currently occupy. Redevelopment of the parking garages would incorporate existing transit facilities with a mix of uses that would aid in creating an environment that is active 18 hours a day. This scenario should accommodate 6 to 8 story building heights.

#### Development Scheme 3: "Relocate the Metrorail station"

One group of stakeholders discussed an aggressive redevelopment strategy that would move the Metrorail station to the GSA site to facilitate access to what is anticipated to be a large scale mixed-use development on the land that the GSA warehouses currently occupy. This would free up WMATA's property to be wholly utilized for a mixed-use development.

### Open Space Recommendations:

Stakeholders proposed a number of ways to accommodate open space within the joint development property. The wetlands located along the western edge of the property was seen as an underutilized asset which could be incorporated into a larger green corridor or primed to serve as a rain garden that also serves as a demonstration area for native Virginian vegetation. There was also some desire to locate athletic fields on the site, as this is a need that is currently not being met in the community.



## Evaluating the Goals

The stakeholder goals and development concepts were used in conjunction with the opportunities and constraints analysis to develop and evaluate a number of potential alternative uses for the station site and create a preferred alternative that meets the needs of stakeholders and transit operations, while also taking into consideration feasibility of implementation. The evaluated alternatives include:

### Alternative A

A short-term concept that proposes access improvements to address many of the concerns of the stakeholders - concerns such as wayfinding and improving the pedestrian and bicycle environment. Joint development is not a component of this alternative because of limited access for commercial and residential development and little available land that is considered to be developable outside of existing WMATA structures.

### Alternative B

A long term concept that would create the potential for extensive joint development on WMATA property through redevelopment of the existing parking facilities. The parking facilities would be integrated into a mixed-use transit-oriented development with a quality pedestrian environment. Alternative B supplements anticipated redevelopment along Frontier Drive and at the GSA site - while the joint development would be a destination in and of itself, it would also allow for greater synergy of quality development and transportation connections throughout the Springfield area.

### Alternative C

This alternative evaluates the potential to maintain Franconia Springfield as a commuter station. Such an alternative would respond to the continually increasing demand for Park & Ride facilities throughout the WMATA Metrorail system and look at how existing parking facilities could be expanded. Alternative C would not meet many of the primary goals of stakeholders.

### Alternative D

Alternative D addresses how WMATA land could be best utilized should the Blue Line be extended further south in the future. Such an extension would allow WMATA land to be developed more intensively as it would no longer need to meet the parking requirements of a terminus, commuter-based station. As WMATA looks to expand its system in the future, Alternative D could be a viable alternative that builds upon Alternative B by increasing the amount of mixed use development in lieu of structured Park & Ride spaces.

### Alternative E

A long term concept that proposes relocating the Metrorail station entirely to the GSA site to facilitate improved connections with what is anticipated to be a mixed use center in accordance with the Fairfax County Comprehensive Plan. Moving the Metrorail station would allow for WMATA land to be redeveloped into a high intensity mixed-use development. While this alternative could be structured in a way that would meet the goals of the stakeholders, concerns about the engineering and financial feasibility of this proposal have limited the ability to pursue this alternative into the concept phase. This alternative could be evaluated further in the future as dictated by market conditions.

Table 4: Analysis of Potential Uses of WMATA Property

		Development Program	Bus Bays	Kiss & Ride	Park & Ride	Parking-Other	Multimodal Transportation Center	Wayfinding	Enhance Bike/Ped Connections	Improve Parking Garage Access	Beautification of Springfield	Mixed Use TOD
Existing	No development	8	48 spaces	5,069	None		N	N	N	N	N	N
Alternative A Access Improvements	No development	11	76 spaces	5,069	None		N	Y	Y	Y	Y	N
Alternative B Transit-Oriented Development	36,000 SF Retail 433,000 SF Office 500 Dwelling Units	12	76 spaces	5,227 spaces	1,373 spaces		Y	Y	Y	Y	Y	Y
Alternative C Maximize Parking	No development	12	Same as Alt A	Increase from Existing	None		N	Y	Y	Y	N	N
Alternative D Extend Blue Line	Increase from Alternative B	12	Same as Alt B	Decrease from Alt B	Increase from Alt B		Y	Y	Y	Y	Y	Y
Alternative E Metrorail Relocation	Increase from Alternative B		None	None	Increase from Alt B		Y	Y	Y	Y	Y	Y

As Table 4 indicates, Alternatives A and B are the preferred alternatives that best meet the overall goals of the stakeholders in a way that address both station access and capacity needs and joint development potential, and does not require large-scale off-site construction. Both of these alternatives are explored further into the concept phase, since they represent very different scales of change, investment and implementation time frames. The remaining alternatives - Alternatives C through E - remain potential uses of WMATA land that could be explored further should stakeholder goals and contextual and market conditions warrant in the future.

The following two sections present concept sketches that represent the station access and capacity needs and joint development opportunities of WMATA's property as documented during the existing conditions analysis and stakeholder participation process. These concept sketches include a short-term concept that focuses on station access improvements and a long-term concept that illustrates redevelopment of the parking garage into a mixed-use transit oriented development.



## SECTION 5: SHORT TERM VISION

In the short term (5 - 10 year time frame), it is envisioned that Franconia Springfield Metrorail station will be a station that is inviting and attractive to all modes of transportation. Station access improvements for pedestrians and bicyclists should work in tandem with other station enhancements, such as expanded capacity for Kiss & Ride and bus operations, to create a safer environment and better site circulation – and a Metrorail station that is well-connected to local opportunities to live, work and play.

The short-term vision does not anticipate any joint development due to poor site access and the existing parking garages that occupy much of the land; it focuses instead on providing improved site operations through:

- Creation of a stronger station identity through gateway treatment at the site entrance and an extensive wayfinding program
- Creating a better environment for pedestrians and bicyclists through improving connections to the station and providing amenities such as landscaping and lighting
- Adding capacity for transit operations, including Kiss & Ride and buses
- Planning for a Metro Police Substation and Training Facility

## Creating a Station Identity

The Franconia Springfield Metrorail station was designed primarily for vehicles and therefore lacks active streetscape and good bicycle and pedestrian amenities that are important for pedestrians and bicyclists to feel safe, engaged and encouraged to seek alternative methods of transportation to the Metrorail station.

Gateway treatment along the ring road at the Franconia Springfield Parkway station entrance has been proposed to announce the station as a destination, indicating that it does not cater only to vehicles, but is an important multi-modal transportation hub for the region and also accurately represents the aesthetic of the local surroundings and communities. The gateway treatment should include landscaping, wayfinding, special paving and other features that slow traffic and cause motorists to understand that they are entering into an area with a greater level of pedestrian activity.

Through the planning process, it became apparent that wayfinding would need to be a primary component of creating a station identity and facilitating station access and circulation. Signage should be consistent with the Fairfax County signage hierarchy and design and address the following needs:

### Pedestrians

- Signage for pedestrians exiting from the station to understand where the various facilities are: Kiss & Ride, Park & Ride, bus bays, local trails and destinations such as the mall.
- Signage directing pedestrians to the station entrance from the various pedestrian approaches
- Signage directing pedestrians from the station site to the GSA site and Northern Virginia Community College Medical Campus via the pedestrian bridge

### Cyclists

- Signage directing cyclists to and from the station and local bicycle trails
- Signage to promote bicycle locker usage

### Motorists

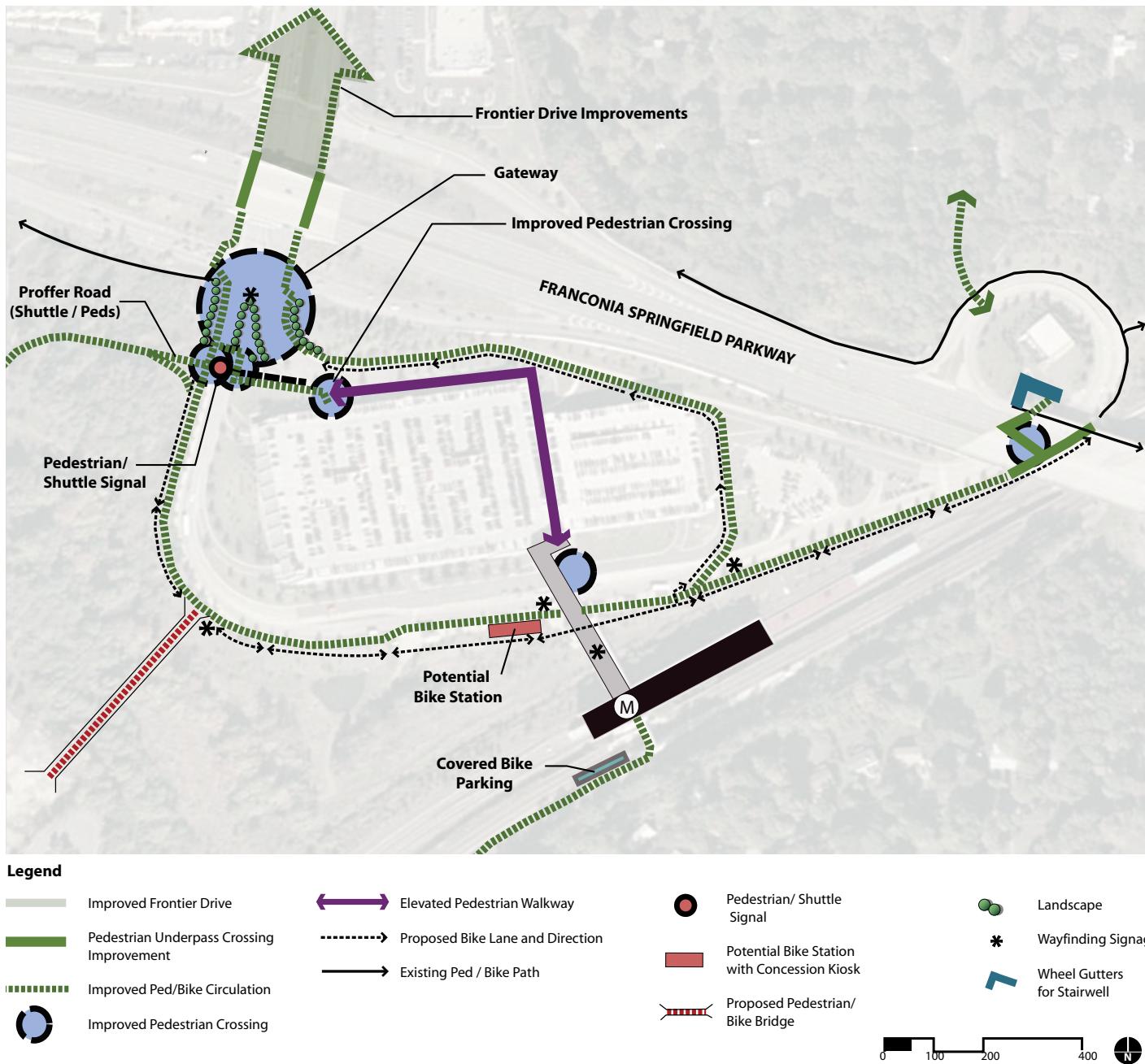
- Signage indicating the location of the Kiss & Ride in the parking garage
- Signage along the ring road and in the parking garage indicating the location of the ramp to Franconia Springfield Parkway westbound to alleviate the bottleneck at the intersection of Frontier Drive and Franconia Springfield Parkway
- Signage or themes in parking garage to help motorists visually remember the floor and section where they have parked
- Signage in the parking garage to direct motorists to the appropriate station exit
- Signage indicating crosswalks and crosswalk regulations, including reminders for drivers to come to a full stop at crosswalks



## Creating a Better Pedestrian and Bicyclist Environment

The station site has a fairly extensive sidewalk network; however, these sidewalks are often narrow, lack curb cuts, and provide little safety from fast-traveling vehicles. Sidewalk improvements, such as lighting, widened sidewalks and buffers from the roadway, should be provided to create a more pedestrian-friendly environment. Shared paths, clearly demarcated to separate pedestrians and bicyclists, will allow bicyclists to safely access the station without having to mix with vehicular traffic and bus operations. East of the station entrance, where adequate sidewalk width to accommodate both pedestrians and bicyclists may not be available, clearly striped on-road bicycle facilities will allow bicyclists to safely exit the station along the ring road.

Figure 11: Pedestrian and Bicycle Connections



## Creating New Connections

Vibrant areas should always be convenient and comfortable places for pedestrians. It is of primary importance to provide an inviting pedestrian environment at the station for passengers accessing all of the station's functions - from the station to the bus bays, parking garage, and points beyond.

To facilitate better connections with other surrounding areas, street and sidewalk improvements have been proposed along routes to key destinations. Existing paths are proposed to be retrofitted to ensure that there is adequate lighting and accommodations for both pedestrians and bicyclists.

New connections include:

- A proposed pedestrian / bicycle bridge to connect the station to the GSA warehouse site, new residential development and the Northern Virginia Community College through a direct connection, in addition to the existing shuttle road.
- Improvements along Frontier Drive to make this key connection to local employment, commercial and residential destinations more inviting and safe. Specific recommendations have also been proposed for the section of road under the Franconia Springfield Parkway.
- Destinations to the northeast of the station should be readily accessed through sidewalk improvements, an on-road bicycle lane, and bicycle gutters along the ramp's stairwell to access the Franconia Springfield Parkway and points further to the north and east. If desired in the future, a connection from the ramp to the neighborhood to the north could be explored.
- An elevated and covered walkway between the east and west wings of the parking garage that connects pedestrians from the northern edge of the ring road and Frontier Drive to the Metrorail station entrance.



## Shared Multi-Use Paths

Shared paths provide off street access for both bicycles and pedestrians to minimize conflict with vehicles, particularly buses that are laying over or stopped at a bus bay. These shared paths should be separated visually and / or physically between the two modes to maintain the appropriate speed of flow for each mode.

Figure 12: Illustration of multi-use sidewalk along ring road



Figure 13: Proposed section for sidewalks along Frontier Drive



Paths shared between pedestrians and bicyclists are proposed around the length of the ring road. The sidewalk between the pedestrian / bicycle bridge to the GSA site and the ramp to Franconia Springfield Parkway will need to accommodate two-way traffic for pedestrians and bicyclists. If space is available, a retaining wall and fill could allow this two way bicycle path to continue along the west edge of the ring road to Frontier Drive so that bicyclists do not need to loop around the station in on-road facilities to exit the station.

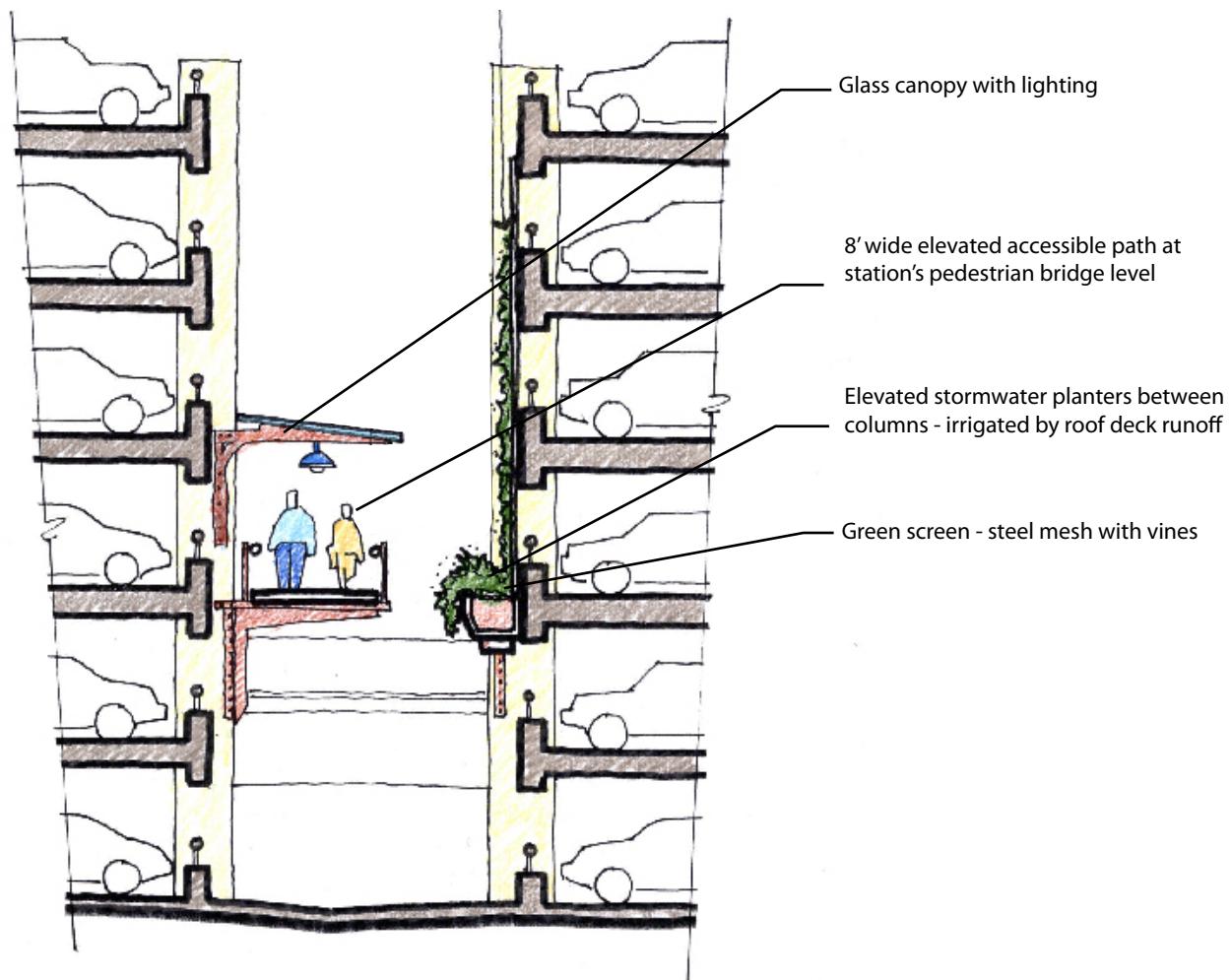
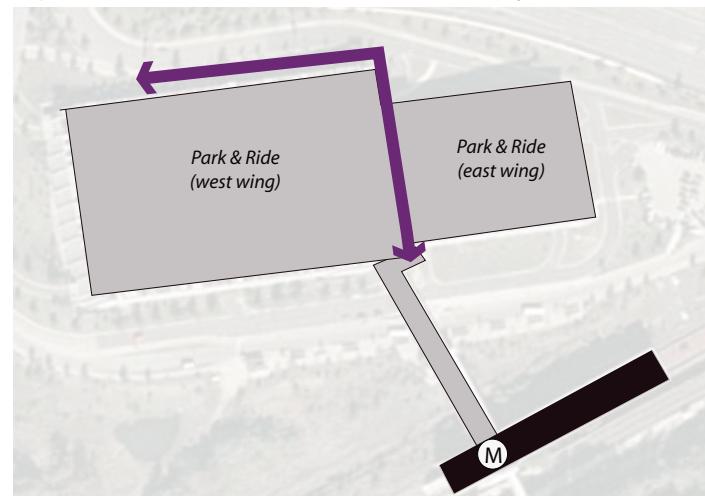
**t**  
Minimum dimensions for one-way bicycle paths should be 5' wide. All pedestrian sidewalks are assumed to be two-way and should be a minimum of 8' wide. Along Frontier Drive, dimensions for sidewalks and bicycle paths should be coordinated with Fairfax County standards.

## Pedestrian Walkway

Due to the unsafe, yet widely used practice of accessing the Metrorail station through the parking garage, a new pedestrian structure has been proposed that separates pedestrians from traffic and is accessible for persons with disabilities. The walkway is an elevated structure located in the existing gap in between the east and west wings of the parking garage. This structure is a covered and lighted pedestrian path that will connect pedestrians directly with the Metrorail station. Directional and wayfinding signage should be incorporated in the design of the walkway.

An attractive pedestrian environment north of the garage and facilitated connections to and from the station entrance at Frontier Drive will make this path a preferred alternative for accessing the station.

Figure 14: Location of Pedestrian Walkway



## Special Paving



## Special Paving



## In-pavement lights



## Pedestrian Animated Eye Signs



## Improved Pedestrian Crossings

The high level of pedestrian activity at the station necessitates good, safe crossings at convenient locations. These locations are highlighted on Figure 11 on page 36 and include:

1. The intersection of Frontier Drive and the Franconia Springfield Parkway (at the entrance to the ring road)
2. At the intersection of the ring road and the shuttle road
3. Between the ring road entrance median and the north side of the parking garage
4. At the northern vehicular entrance to the parking garage
5. At the ground floor station entrance to the Kiss & Ride activities
6. At the underpass leading to the Franconia Springfield Parkway ramp

Proposed improvements at these intersections include:

### Special Paving

Special paving is a cost-effective and low-maintenance method of encouraging drivers to be cautious at crosswalks. Paving can be a different color, a different texture, or slightly raised to visually emphasize the importance of the pedestrian crossing to motorists.

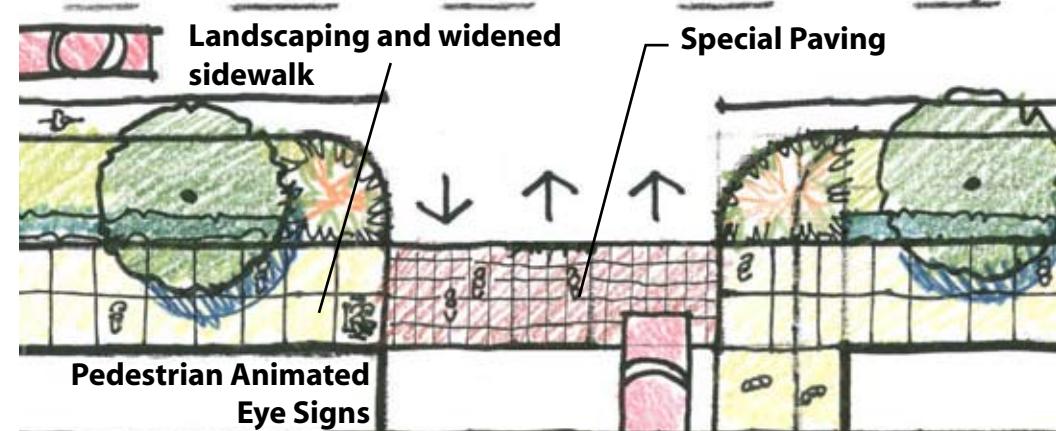
### In-pavement Lights

Lighted crosswalks are pedestrian-activated systems; a series of lights embedded into the street along the edges of the crosswalk that light up or flash when pedestrians push a button or start walking on the crosswalk. These in-road warning light systems help to warn drivers when pedestrians are crossing the road; they also increase pedestrian visibility during evening hours.

### Pedestrian Animated Eye Signs

Pedestrian animated eye signs scan from left to right at intersections to encourage motorists to look either way for potential conflicts. The direction that the "eyes" are looking indicate the direction(s) from which the pedestrians are approaching the intersection. These eyes can also remind pedestrians to look for approaching cars. Pedestrian animated eye signs are particularly helpful at intersections where drivers' vision may be obstructed by buildings or walls, such as parking garage exits.

Figure 16: Proposed pedestrian improvements at garage entrance / exit on north side



## Providing Safe and Convenient Facilities for Bicycles

Encouraging bicycling is a great way to expand the potential passenger catchment area for the station. A multi-use shared path for bicycles and pedestrians at the station entrance will allow bicyclists to safely access the station without having to disembark or compete for the road with buses and other vehicles.

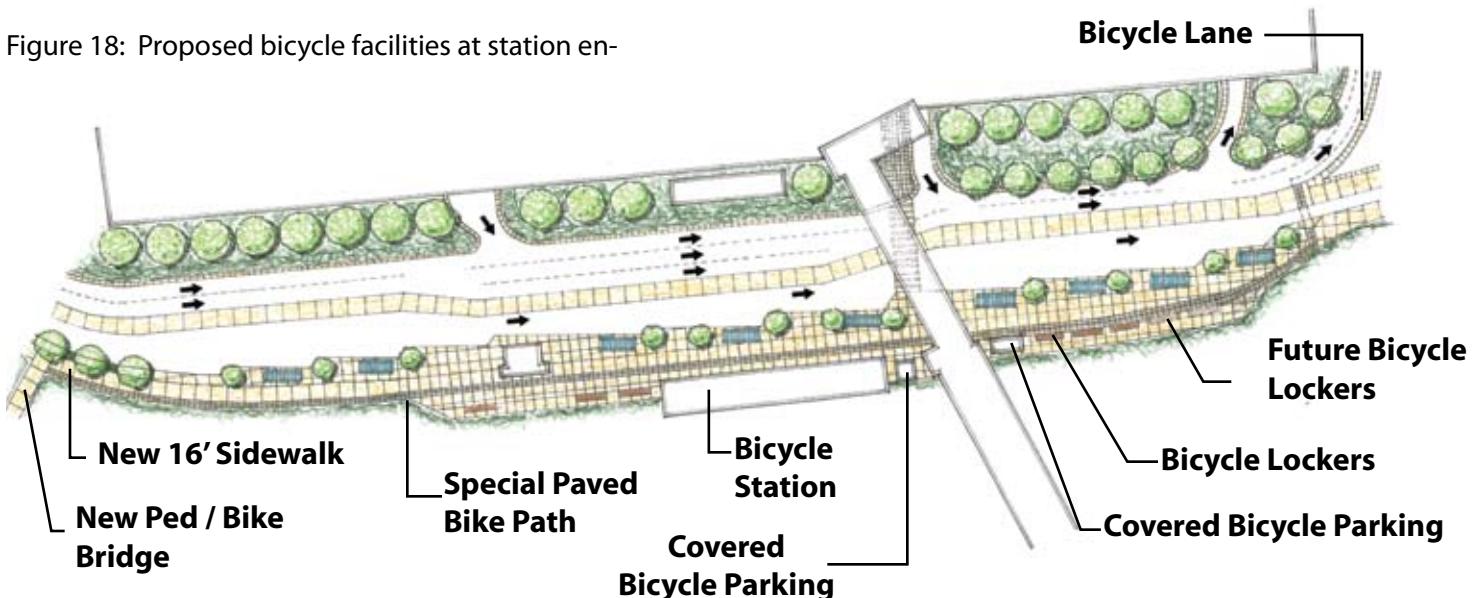
Additional covered bicycle parking and bicycle lockers at the station entrance should provide sufficient capacity for the area's numerous bicyclists. Once bicycling becomes a safer and more established method of accessing the Metro station, a bicycle station should be considered to offer secure bicycle parking, in addition to other amenities, such as bicycle repairs and rentals. Bicycle stations, such as the one currently being planned for Washington, DC's Union Station, are often membership-based and operate as partnerships between local bicycle shops, non-profits, local agencies and/or transit agencies.

To facilitate access to the station by bicycle, additional or enhanced bike path connections from the station to the regional bike path network should be coordinated with Fairfax County. These connections include:

- Path to the pedestrian bridge over I-95 and continued from Backlick Road to Beverly Lane, Hoes Road and connecting to the Fairfax Cross County Trail (which extends from Occoquan to Great Falls)
- Pedestrian and bike path along the proposed busway to Fort Belvoir that connects into what is known as the Atlantic Coast Bicycle Route via the Kingstowne development and the residential neighborhoods along Beulah Street through the Amberleigh Park.



Figure 18: Proposed bicycle facilities at station en-



## Transforming Frontier Drive

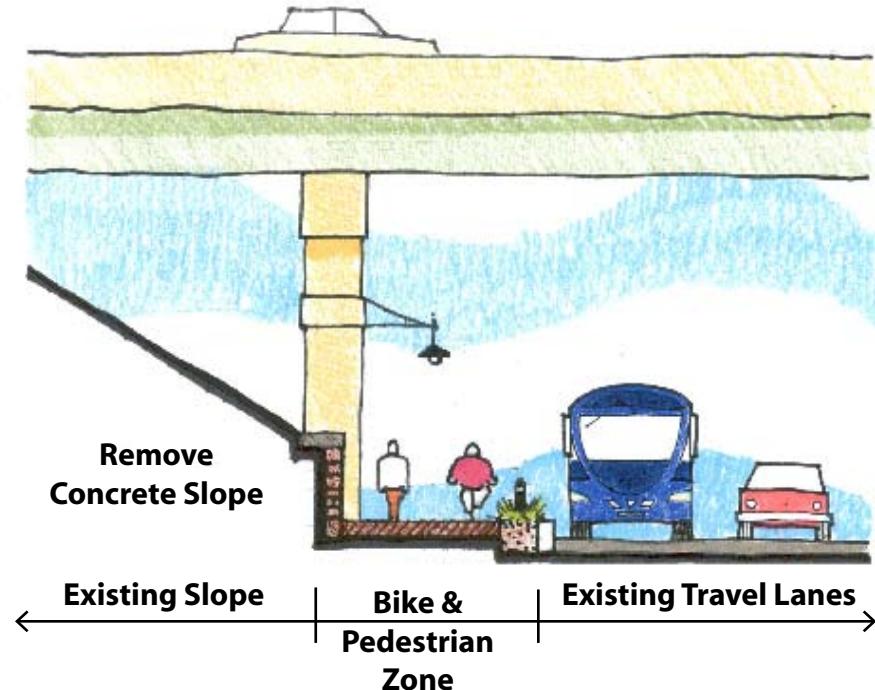
Pedestrians and bicyclists walking along Frontier Drive – a main thoroughfare that connects the Metrorail station with jobs, housing and shopping – currently face an unpleasant and often dangerous environment. Frontier Drive is designed primarily for vehicular traffic, with a minimum of three travel lanes in each direction, high traffic speeds, narrow and often poorly maintained sidewalks and no bicycle lanes.

Future development along Frontier Drive should be coordinated to facilitate pedestrian and bicycle access to the Metro station. Proposed improvements include a landscaped buffer and a shared sidewalk for pedestrians and bicyclists.

Specific improvements have also been suggested for treatment under the Franconia Springfield Parkway overpass, a currently dark and uninviting pedestrian environment. The plan advocates a wall where the existing concrete slope is widened, shared sidewalk for pedestrian and bicyclists separated from the existing travel lanes by bollards and plants to provide increased safety. Additional pedestrian amenities, such as lighting and public art, will make walking and biking to the station along Frontier Drive an overall improved and safer experience.

These pedestrian improvements should be coordinated and consistent with Fairfax County's Springfield Connectivity Study.

Figure 19: Proposed pedestrian and bicycle improvements at Frontier Drive underpass



Pedestrian safety is currently compromised along Frontier Drive at and between the two intersections with Franconia Springfield Parkway. Special measures should be taken to ensure that pedestrians adhere to the crosswalks and sidewalks at these intersections; high volumes and speeds of traffic, wide roadways, and free right turn lanes create the need for more aggressive intersection improvements. Raised medians, special pedestrian paving, landscaping to discourage pedestrians from unsafe crossings, eliminating or mitigating the impacts of free right turn lanes, and evaluation of traffic signal operations (especially pedestrian signal timing) are measures that should be considered to improve the safety of this portion of Frontier Drive.

## Added Capacity for Transit Operations

### Improved Circulation for Kiss & Ride

There are currently a number of circulation problems at the Kiss & Ride pick-up/drop-off lane, most of which stem from vehicles waiting for their passengers directly in the pick-up/drop-off lane, causing a lack of spaces and double and triple parking on the ring road at the station entrance during the PM peak hours. A proposed 76-space cell phone waiting lot at the northwest portion of the site will provide a convenient area for vehicles to wait until their passengers have arrived at the station. Cell phone waiting lots are becoming increasingly popular as an effective means to reduce traffic congestion and improve traffic safety, especially when there is easy access provided in and out of the lot. Access to the cell phone waiting lot would be provided via the currently shuttle-only road from the Metrorail station to the GSA site; the shuttle-only road will need to be evaluated for adequacy in design and construction to support the additional vehicular traffic.

The cell phone waiting lot will supplement existing Kiss & Ride operations in the first floor of the parking garage. This parking garage will continue to be utilized for short-term (less than 8 hour) and Zipcar parking throughout the day, as well as a waiting area for shuttles and taxis.

### Added Capacity for Buses

An additional three bus bays have been added to accommodate increased bus and circulator service along the southern edge of the bus road. Layover space will be confined to the northern edge of the bus road. Fairfax County intends to relocate a continuous canopy to the Franconia-Springfield Metrorail station from the West Falls Church-VT/UVA station north bus facility in the future; this canopy will be situated along the bus platform to shelter pedestrians from the elements.

Additionally, a feasibility study should be undertaken to determine whether it is possible to provide rapid transit to Fort Belvoir. This alignment in the short term could be utilized for express bus service, but should be on an alignment that could eventually accommodate a Metrorail extension.

Figure 20: Proposed Kiss & Ride and bus facility improvements as station entrance

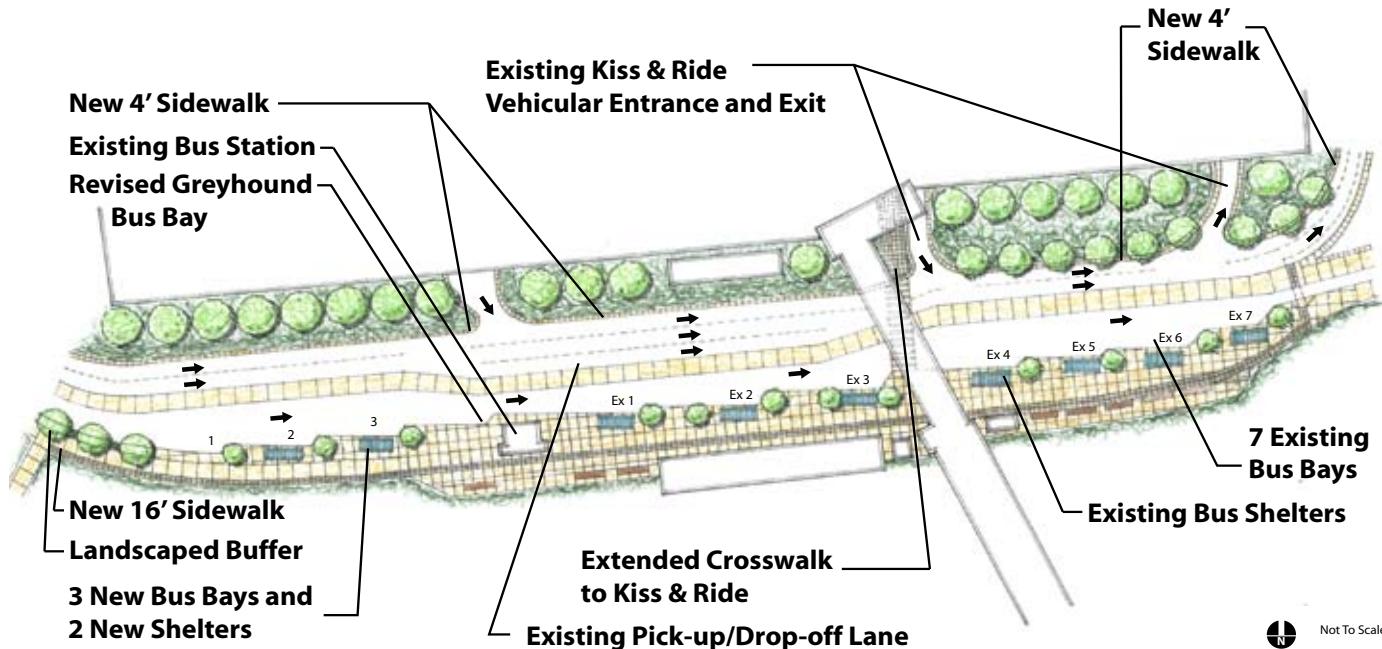


Figure 21: Cell Phone Waiting Area



## Internal Station Improvements

In the short term, it is not anticipated that any internal station improvements for vertical circulation (escalators and stairs) and faregates will be required in accordance with the 2007 WMATA Station Access and Capacity Study.

Measures should be taken to improve signage within the Metrorail station indicating where the various Metrorail facilities, such as the Kiss & Ride in the parking garage, are located.

There should also be improvements to the connection between Metrorail and VRE, not only to facilitate intermodal connections, but also because it is the only connection for Metrorail passengers coming from the south on foot or on bike. Aesthetic and security improvements to the pedestrian bridge and along the stairwells should be undertaken to make this a better used connection and encourage more pedestrian and bicycle access.

Example of Evergreen Screen



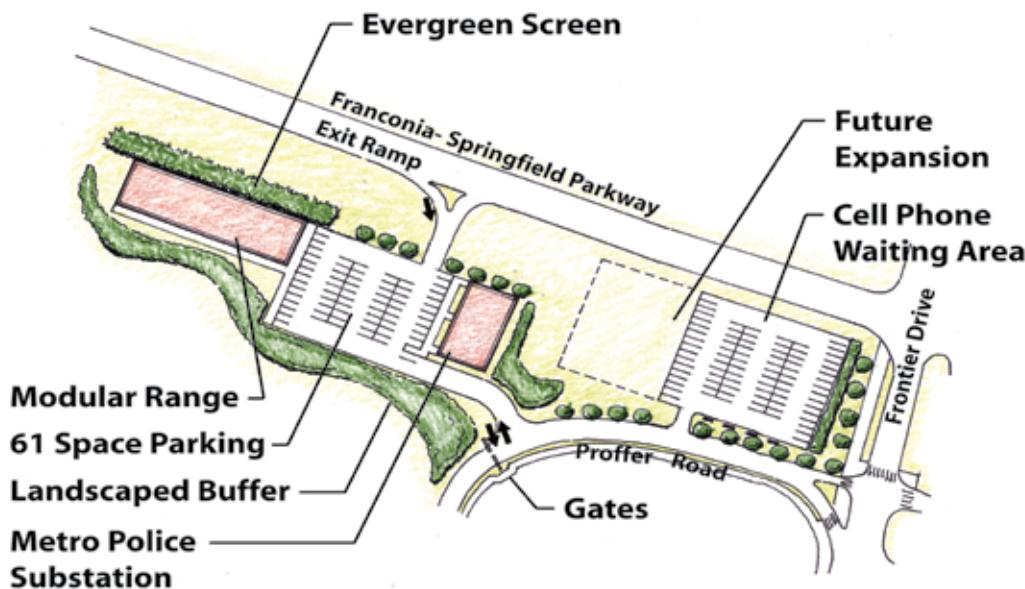
## Metro Police Substation and Training Facility

The Franconia Springfield Metrorail station was identified as the potential relocation site for the WMATA Police District II Substation and Training Facility including a modular range. The programmatic requirements for the substation would be functionally identical to that of the three story, 18,000 square feet Marlon F. Morales District 1 Substation at the Fort Totten Metrorail station, which also incorporates environmentally sensitive design features. A District Substation functions as a home base for officers who spend the majority of their time in the field. Roll call, training, administrative and crime scene investigation are a few of the functions that are performed at a substation.

The modular range requires a footprint of 60 feet by 210 feet, as well as significant landscaping to minimize the range's visibility from the Franconia Springfield Parkway.

The Substation and Training Facility is proposed to be located along the approximately three acres of relatively flat land along the northwestern edge of the WMATA property, abutting the Franconia Springfield Parkway. An access road restricted to police vehicles will be required to provide access to and from the Franconia Springfield Parkway. It is also proposed that the existing shuttle-only road be extended to the Substation entrance for use by authorized vehicles to provide access to and from points east of the station. Since the proffer road was intended to be used for shuttles only, and a gate operated by a transponder or by the shuttles will restrict further vehicular access beyond the entrance to the Substation.

Figure 22: WMATA Police Substation and Modular Range Concept



The concept addresses site requirements for WMATA Police Substation, including:

- A small amount of visitor parking with a large area of secure, employee parking
- Unrestricted/unimpeded vehicular access for immediate deployment during an emergency
- Passive security in the form of generous setbacks and private or semi-private locations. An evergreen screen has been proposed as landscaping to decrease the visibility of the modular range.

Table 5: Development Program for Metro Police Substation

Room Name	Square Footage	Quantity
Reception / Waiting	300	1
Conference Room	225	1
Roll Call Room	600	1
Captain's Office	192	1
Lieutenant's Office	432	3
Sergeant's Office / Cubicle	960	10
Training Room	600	1
Training Office	75	1
Training Storage	25	1
Copy Area, Fax	75	1
Vending Alcove	30	1
Kitchen	60	1
General Storage	200	1
Filing	200	1
Mail Room or Area	30	1
Toilets		1
Gym	1,000	1
Locker Rooms	1,660	1
Mechanical Rooms	550	1
Weapons Safe, Gun Loading Barrel, Gun Cleaning	100	1
Interview Room	144	1
Lounge	300	1
Evidence Storage	4,000	1
Crime Gear Storage	1,000	1
Crime Scene Search Office	288	10
Mountain Bike Storage	144	1
Bike Maintenance Area	144	1
Bike Officer / Mechanic Area	75	1
2-Car Garage	750	1
Parking		61
Storage Shed	80	1
<b>SUBTOTAL</b>	<b>14,239</b>	
<b>70% EFFICIENCY FACTOR</b>	<b>4,271</b>	
<b>GRAND TOTAL</b>	<b>18,510</b>	

## Infrastructure Improvements

Table 6 presents a summary of infrastructure and other station improvements on WMATA property that were suggested in the short-term station vision plan. It also includes a planning level cost of each item, not including design costs, construction administration, inspection, site preparation, traffic control, or overall contingency type costs. Costs were derived from similar improvements completed within the region in the past 3 years and assume a 4% cost escalation annually.

Table 6: Infrastructure Improvements

Item	Planning Cost Estimate (2008 \$)
Wayfinding Program	\$3,000
Improved Pedestrian Crossings	\$200,000
Cell Phone Waiting Lot	\$135,000
Sidewalk Improvements	\$450,000
Pedestrian Walkway	\$650,000
On-road Bike Lane Striping	N/A
Gateway Treatment	\$490,000
Pedestrian / Shuttle Signal at Shuttle Only Road	\$3,000
Bike Station	\$422,000
Bike Lockers	\$38,400
Covered Bicycle Racks	\$15,000
Pedestrian Bridge to GSA Site	\$1,200,000
Wheel Gutters	\$800
Additional Bus Bays	\$35,000
Additional Bus Shelters	\$50,000
Busway to Fort Belvoir and Shelter	N/A
WMATA Police Sub Station	\$8,000,000 - 10,000,000
Modular Range	\$3,435,500
Access to Substation and Modular Range	\$10,000
Traffic Control Gate	\$15,000

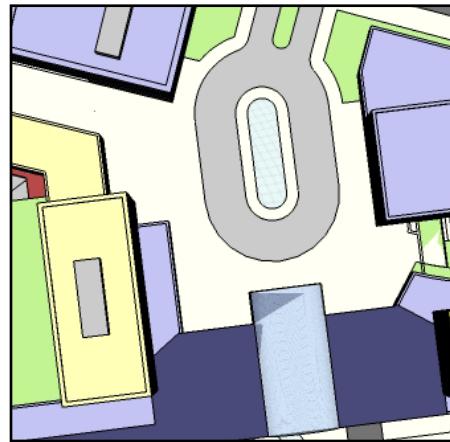
## Next Steps / Implementation

There will need to be a significant amount of coordination between WMATA and local agencies and development partners to see the recommended concept come to fruition.

The following actions in particular will require further attention in the next steps.

Table 7: Short Term Vision Implementation Actions

Action	Implementation Action	WMATA	Fairfax County	State of VA	Federal Agency	Private Developer
Potential busway to Fort Belvoir	<ul style="list-style-type: none"> <li>Feasibility study to evaluate potential alignment for BRT (short-term) and an extended Blue Line (long-term)</li> <li>Evaluate compatibility of busway with pipeline easement east of railway ROW</li> </ul>	x	x	x	x	
Metro Police substation and Modular Range	<ul style="list-style-type: none"> <li>Confirm that use is consistent with existing Comprehensive Plan</li> <li>Modify Special Exception to allow for use</li> <li>Evaluate potential for access road from Franconia Springfield Parkway</li> <li>Evaluate whether shuttle-only road will be able to support additional use from Metro Police</li> </ul>	x	x		x	x
Cell Phone Waiting Lot	<ul style="list-style-type: none"> <li>Confirm that use is consistent with existing Comprehensive Plan</li> <li>Modify Special Exception to allow for use</li> <li>Evaluate whether the proffer for the shuttle-only road could be amended to accommodate additional vehicle use</li> <li>Evaluate whether shuttle only road will be able to support additional use from Cell Phone Waiting Lot</li> <li>Evaluate potential issues with floodplains</li> </ul>	x	x	x	x	
Improvements to Frontier Drive	<ul style="list-style-type: none"> <li>Coordinate with Fairfax County's Connectivity Study</li> </ul>		x	x		x
Station Site Improvements	<ul style="list-style-type: none"> <li>Coordinate with Fairfax County to discuss potential funding sources for station improvements outside of WMATA CIP</li> </ul>	x	x			x
Pedestrian Bridge to GSA Site	<ul style="list-style-type: none"> <li>Coordinate with property owner on GSA Site</li> </ul>	x	x	x	x	
Bicycle Station	<ul style="list-style-type: none"> <li>Evaluate need for zone change to accommodate any retail activity as part of bicycle station</li> </ul>	x	x		x	
Improvements to southern station entrance access road	<ul style="list-style-type: none"> <li>Coordinate with Fairfax County on improvements</li> </ul>		x	x		



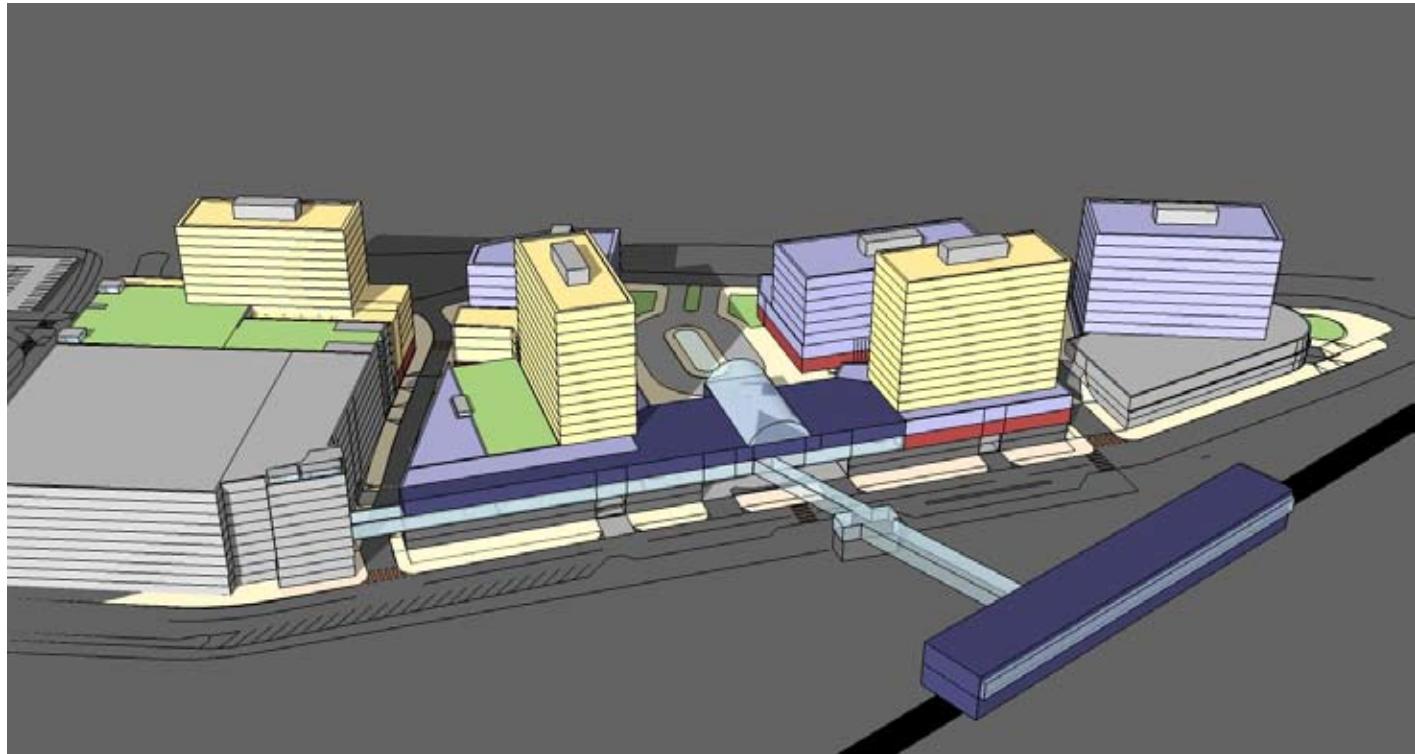
## SECTION 6: LONG TERM VISION

The Long Term Vision for the Franconia Springfield Metrorail station (30+ years) is to fully utilize WMATA's property by performing a full site reconfiguration, creating vibrant mixed use development with integrated parking structures. Development will be concentrated in three blocks consisting of ground floor retail, with offices and residential units above that are oriented towards the transit station and provide activity throughout the day and evening. Breaking up the existing monolithic parking structure will create a more pleasant pedestrian environment with active retail fronting onto improved sidewalks with street trees, landscaping, and public gathering spaces.

A central plaza will be the focal point of activity – here one can find residents buying a cup of coffee and reading the newspaper on a Saturday morning, office workers having lunch on a weekday, and commuters picking up their dry cleaning and dinner on their way home after work. This plaza is also a new grand entrance to the Metrorail station – pedestrians coming to the station can walk through the plaza and directly access the station on the same level through a renovated pedestrian bridge.

The wetlands along the west end of the site are proposed to be developed as a wetland park with native vegetation and will serve as an attractive open space for the area's employees and residents.

Figure 23: View of long term development



## Development Program

The total development program that could be accommodated on the site while maintaining replacement parking needs is illustrated in Table 8. In all, over 430,000 SF of office and 660 multi-family housing units could be integrated into a mixed-use development with over 36,000 SF of ground floor retail. These buildings incorporate ground floor retail and have been located along the preferred pedestrian route from Frontier Drive to create more visual interest for pedestrians walking to the Metrorail station. A new grid of streets improves traffic circulation and a more urban environment, creating new opportunities for access to the Metrorail station site. As a result of the long range development, new Metrorail trips is estimated at 3,129 or about 1,565 new rail boardings.

Figure 24: Building and block configuration

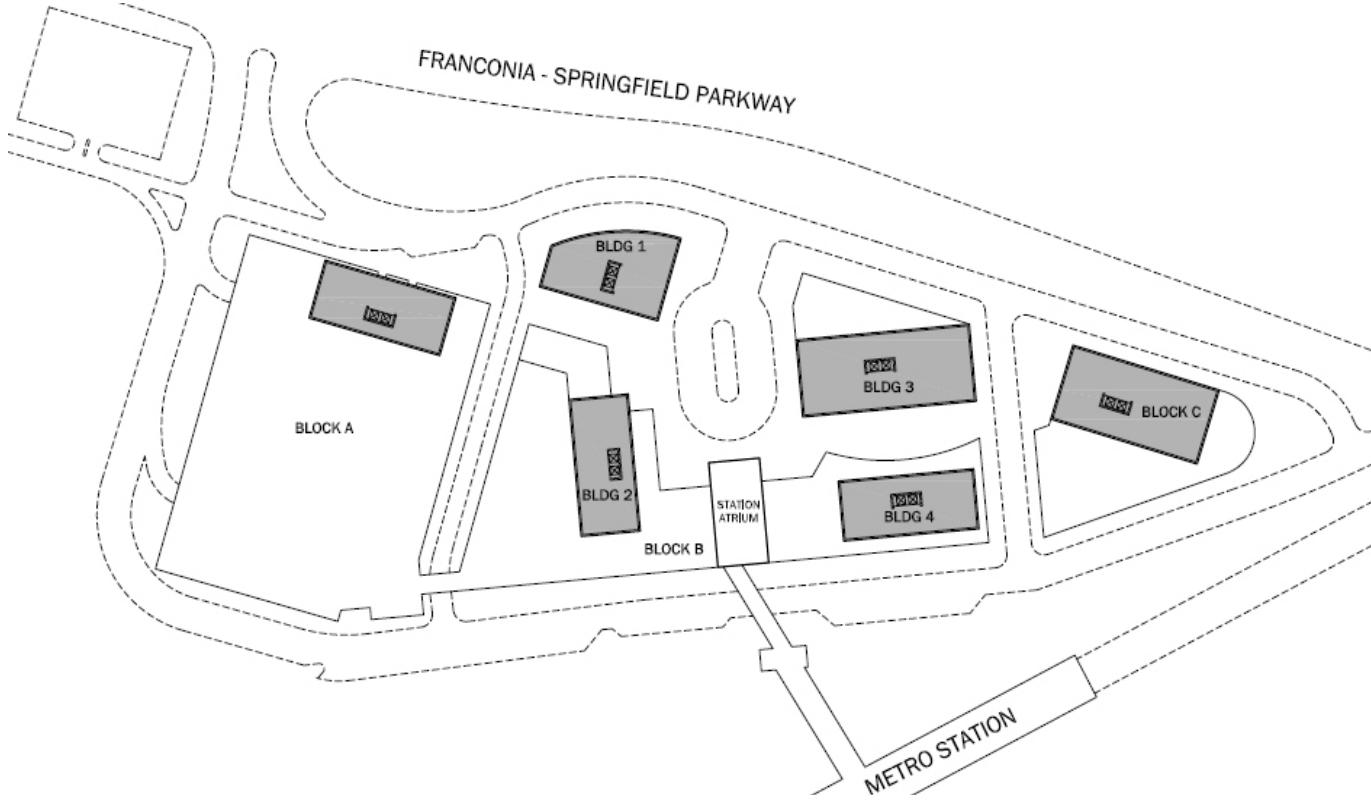


Table 8: Joint Development Program

	Use	Floors	Units per Floor	Total Units
Block A	Retail	Ground	4,000 SF	4,000 SF
	Residential	2 - 15	10 - 12 DU	320 DU
	Parking • WMATA	B2 - 10	360 Spaces	4,320 Spaces • 4,120 Spaces
Block B	Retail	Ground		32,450 SF
	Residential	2 - 15	8 - 18 DU	340 DU
	Office	2 - 8	12,000 - 25,000 SF	235,000 SF
	Parking • WMATA	B2 - 3		1,980 • 1,107
Block C	Office	2 - 10	22,000 SF	198,000 SF
	Parking	B2 - Ground	100 Spaces	300 Spaces
TOTAL	Retail			36,450 SF
	Office			433,000 SF
	Residential			660 DU
	Parking • WMATA			6,600 Spaces • 5,227 Spaces

Figure 25: Joint Development Layout: Upper Level (at grade on north side)

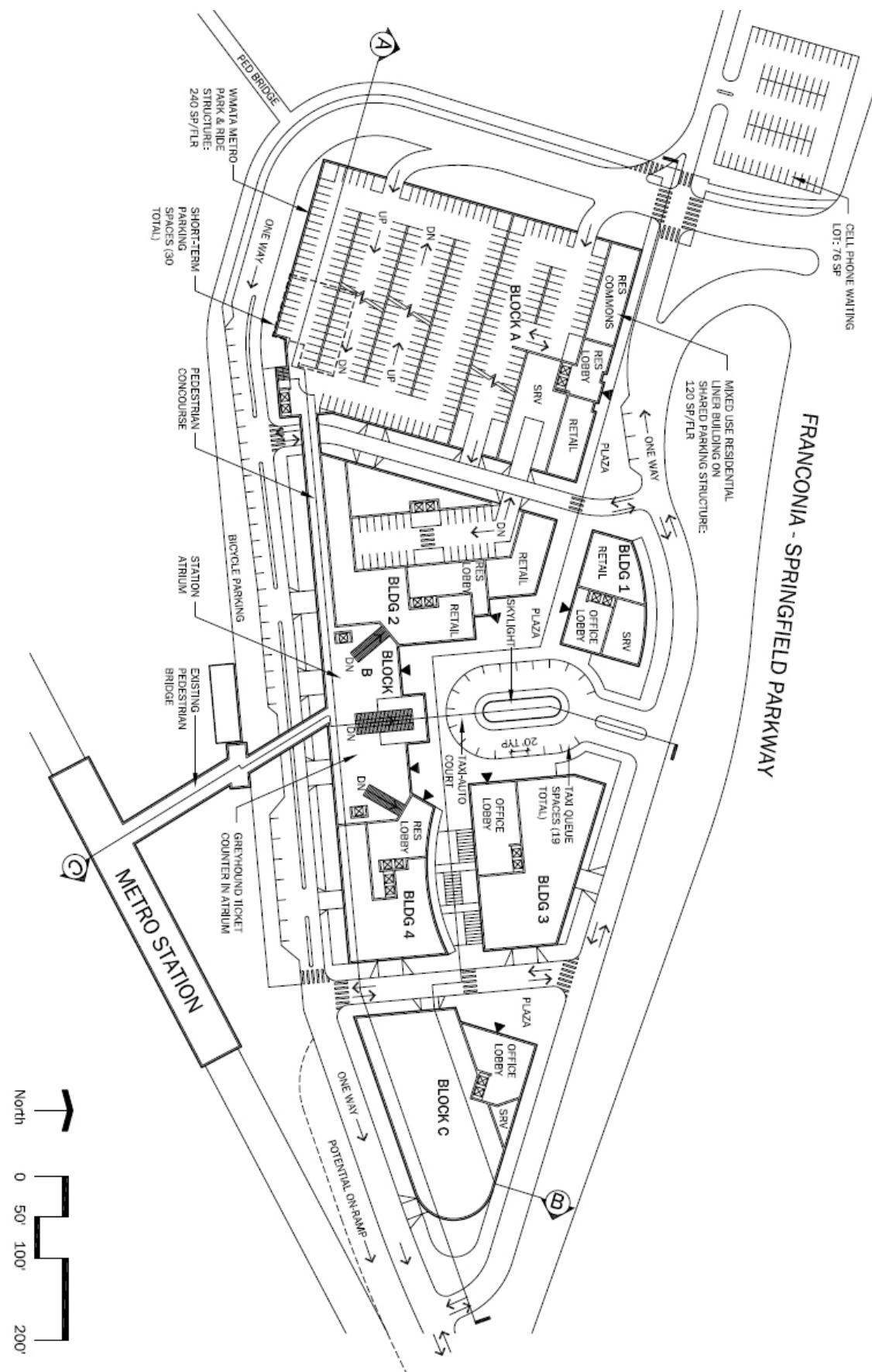
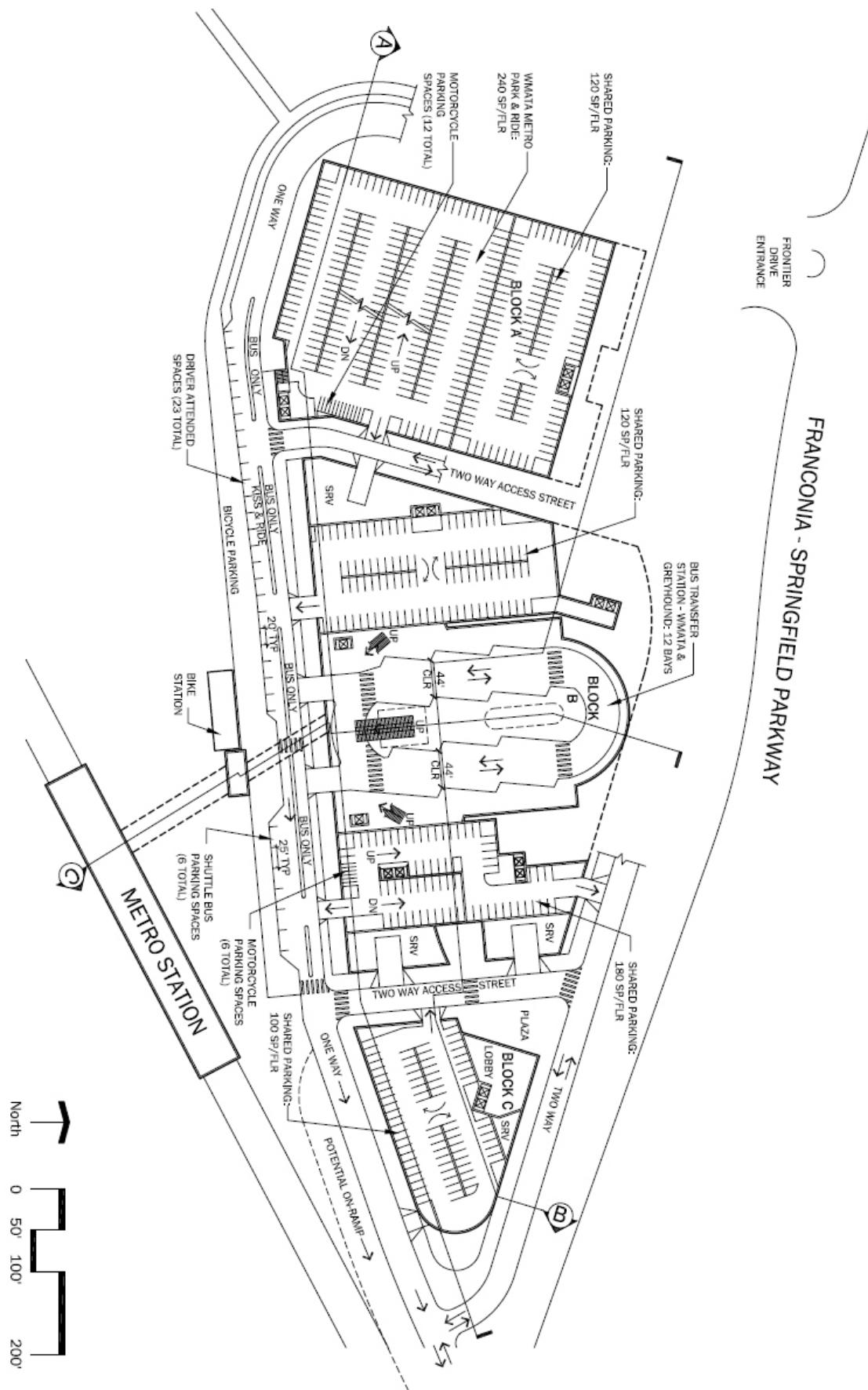


Figure 26: Joint Development Layout: Lower Level (at grade on south side)



## Station Access

The proposed site development is estimated to generate in excess of 5,090 daily vehicle trips, which speaks to the need to disperse traffic through multiple access points. To alleviate the bottleneck at the intersection of the ring road and Franconia Springfield Parkway, an additional ramp has been proposed to connect the Metrorail site with the Franconia Springfield Parkway eastbound, supplementing the existing ramp that provides a connection with Franconia Springfield Parkway westbound.

The long term vision also allows for an extension of Frontier Drive through the WMATA property to create improved access to the GSA Warehouse site from points to the north. Should this extension occur, the design should be evaluated for fatal flaws and sensitivity to the future redevelopment of the WMATA site, including adequate provision of pedestrian and bicyclist amenities along the roadway, and aligning with the station concept's street grid to minimize the potential impact of further disconnecting the Metrorail station from adjacent uses.

These measures, as well as dispersing vehicular traffic through two new two-way streets that traverse the site north-south, will significantly improve vehicular circulation and allow for more seamless movement to, through, and from the station.

Pedestrians and bicyclists will have improved station access by way of wide, landscaped sidewalks with amenities, a more direct route of walking / biking, and a series of crosswalks that provide an intuitive progression from station entrance to final destination. Building structures should front directly onto the sidewalk, creating a more urban and safe environment that is attractive to encourage people to walk and bike to the site.

Figure 27: Station Circulation

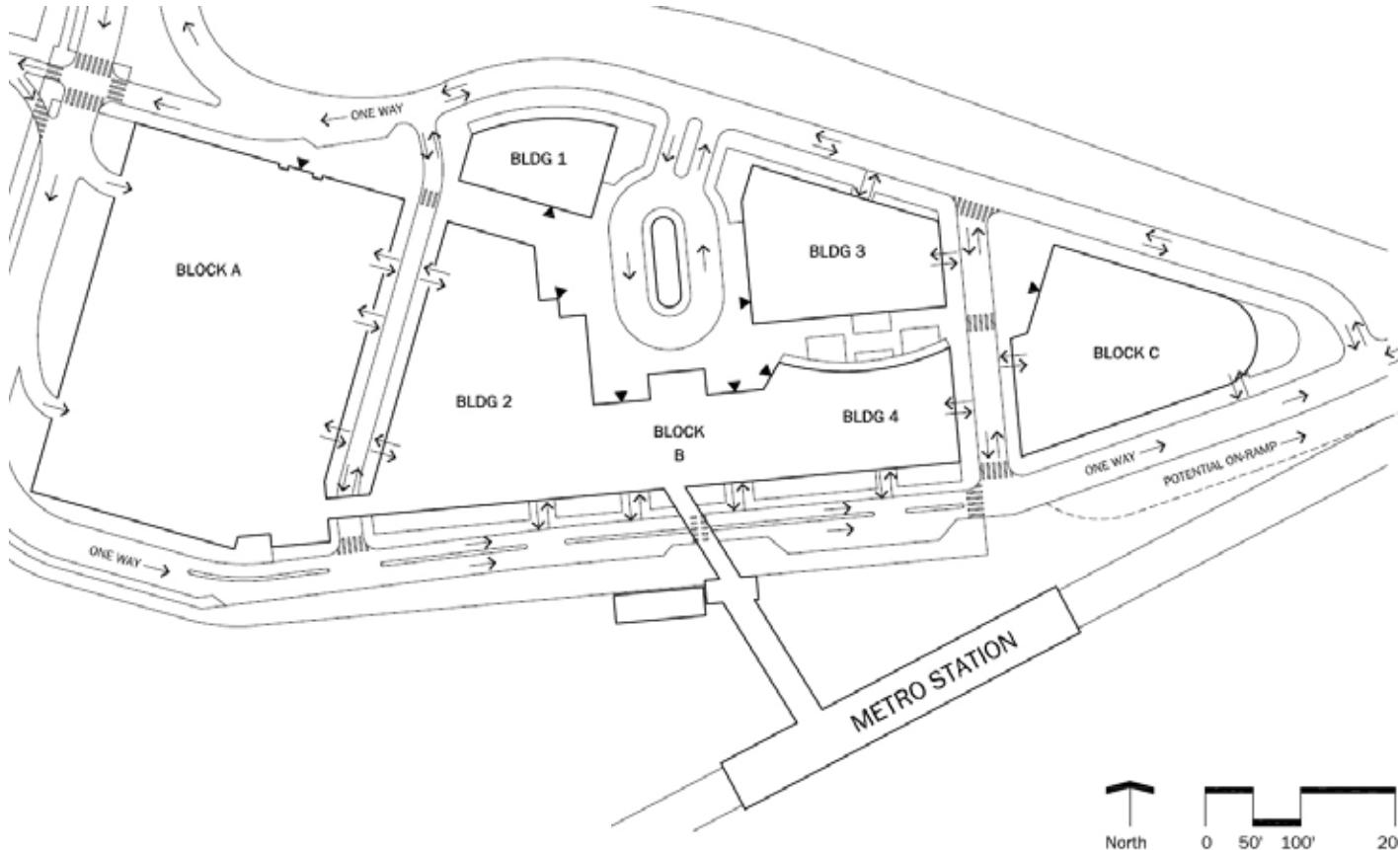
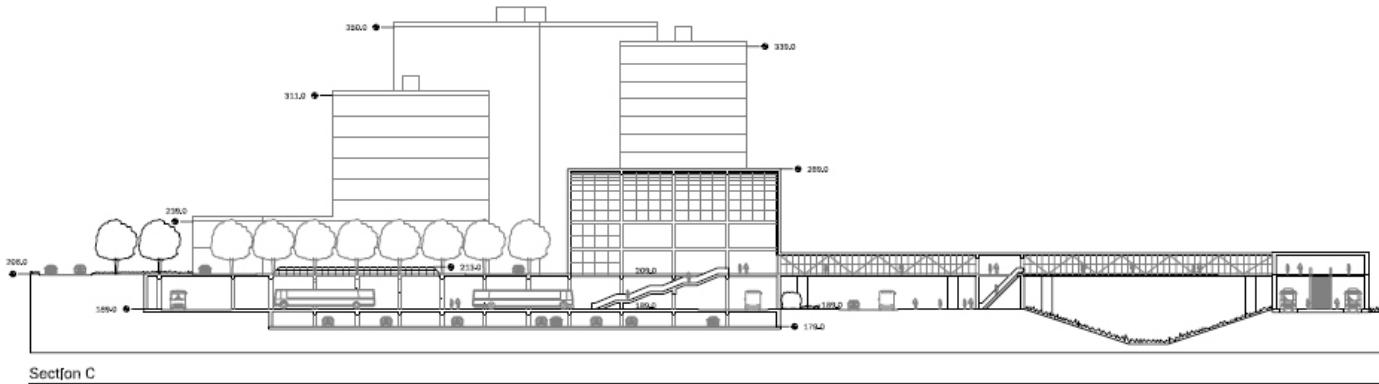


Figure 28: Section of joint development (looking east towards Metrorail station)



## Transit Operations

Topography at the station requires that the various transit functions take place on different levels. Bus operations, which are desired to be located as close to the station as possible, will occur on the ground floor (at grade on the south side), while a 19 space taxi stand will be located on the second floor (at the same level as the pedestrian overpass) to serve Metrorail passengers and joint development employees, customers and residents. Kiss & Ride pick up/drop off operations will occur directly at the station entrance and continue to be supplemented by a 76-space cell phone waiting lot.

Buses will continue to operate on a bus only lane at the station entrance; this bus lane will occupy the northern lane of the ring road to allow buses to directly access the bus bays, which have been consolidated into a sheltered two-way sawtooth arrangement integrated into the building structure. The proposed bus bay configuration promotes transit use by creating a bus area protected from the elements and within direct visual access of the Metrorail station. This bus station area is consistent with the desires of the stakeholders, and also addresses future capacity issues by providing 12 bus bays, including one bus bay reserved for Greyhound buses. The bus station will be connected to the Metrorail station by crosswalk on the ground level, as well as by vertical circulation that provides direct connection to the pedestrian overpass to the Metrorail station.

To address passenger pick-up and drop-off, 23 driver-attended spaces for personal vehicles and 6 spaces for shuttles are located directly at the station entrance. In addition, 30 short-term metered spaces (which should also accommodate reserved parking for shared vehicles) and 12 motorcycle parking spaces have been located in the parking garage.



## Parking

Parking is provided in below- and above-ground structures dispersed through three separate blocks to improve access and connections to the Metrorail station entrance by pedestrian concourses. While there will continue to be demand for additional parking capacity, maximizing parking is generally not seen as being compatible with transit-oriented development. Although increasing parking spaces improves access for drivers, it also is costly, occupies land that could otherwise be used for development, and increases the strain on local roadway systems.

Minimizing the impact of the parking structure through liner buildings, attractive exterior treatment and ground floor retail will need to be a top consideration in the joint development process. Should it be determined that 1:1 replacement parking is required, the concept accommodates up to 6,600 parking spaces in parking structures and basement parking. These spaces are meant to replace the existing Park & Ride and Kiss & Ride spaces, as well as provide additional spaces to serve the mixed use development. It is anticipated that a shared parking arrangement will allow for a more efficient use of the spaces and thus decrease the number of parking spaces required.

There is the possibility in the long-term for the Metrorail Blue Line to be extended past the Franconia Springfield Metrorail station to the GSA site, Newington, and/or Fort Belvoir, so that the Franconia Springfield Metrorail station is no longer a terminus station – a designation which requires a much higher amount of commuter parking. Should this be the case, the station should be re-evaluated for increased joint development potential through converting a significant portion of the existing parking spaces into more transit-supportive uses, such as commercial, residential and/or civic development.

### SHARED PARKING

Shared parking is an effective strategy to decrease the total number of parking spaces required for development while still meeting the needs of commuters and patrons of local retail and entertainment uses.

Shared parking takes advantage of the different times that these user groups require the most parking. As such, shared parking for Metro works primarily when Metro parking is being shared with retail and entertainment uses due to the different peak periods for each use.

Parking shared between Metro and residential uses is less effective as it is anticipated that residents living next to the station will be taking transit. For residential uses, reducing parking ratios is a preferred strategy to reduce parking requirements.

Figure 29: Section of Development from Metrorail station looking north

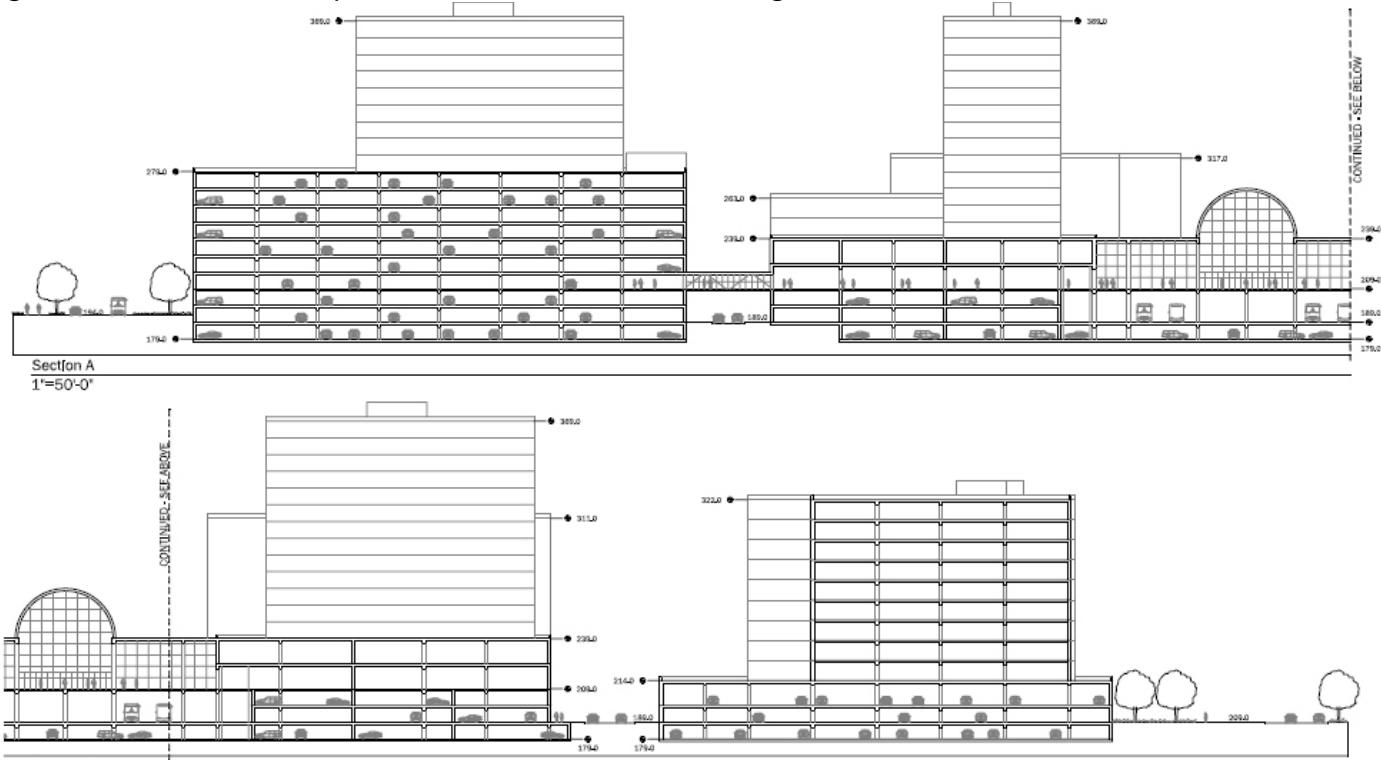
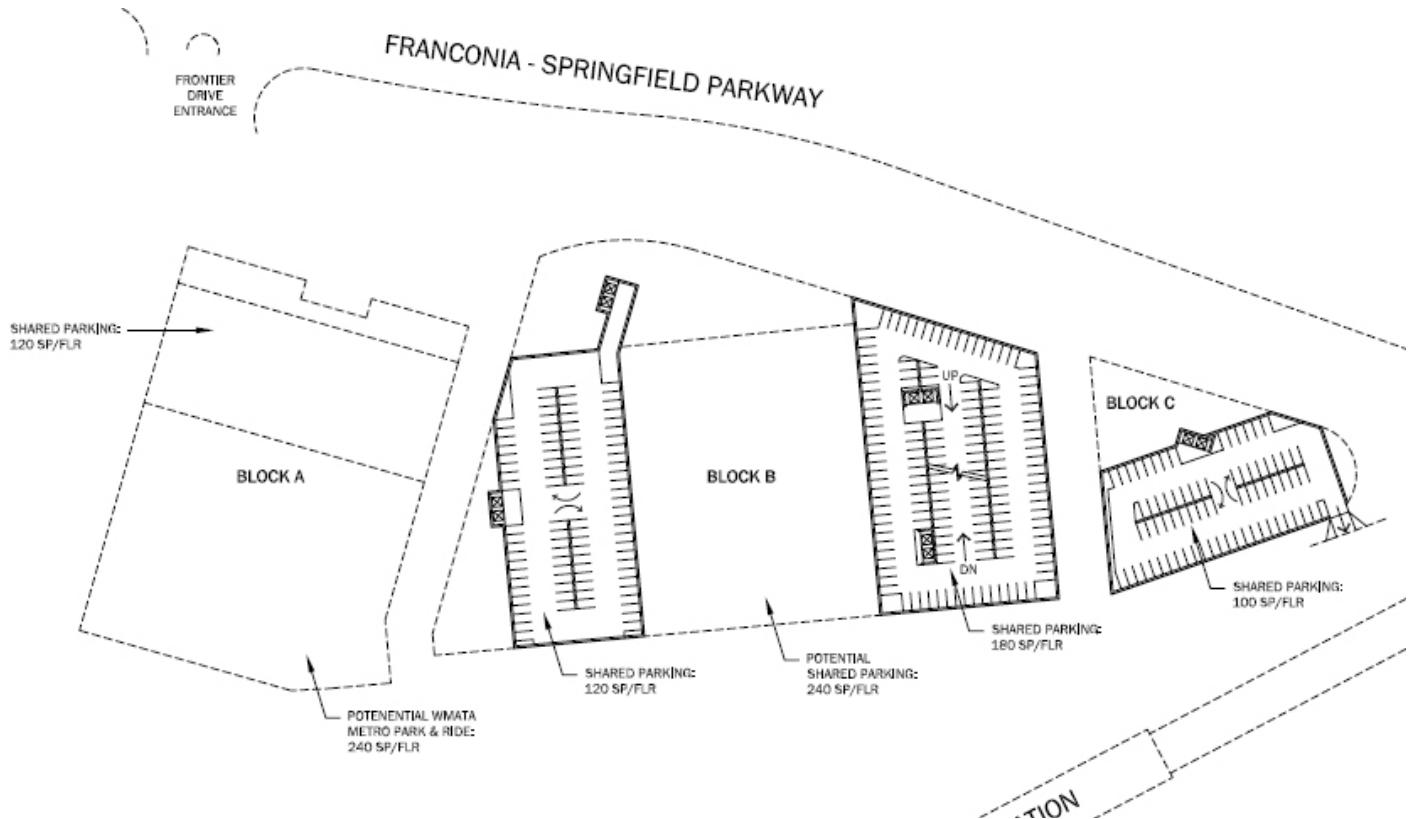


Figure 30: Allocated parking spaces by block





## Open Space and Recreation

There is little increase in impervious surface as a result of the redevelopment. An integrated stormwater strategy that includes green roofs, stormwater planters, sustainable building features and other best practices should, however, still be integrated into the development.

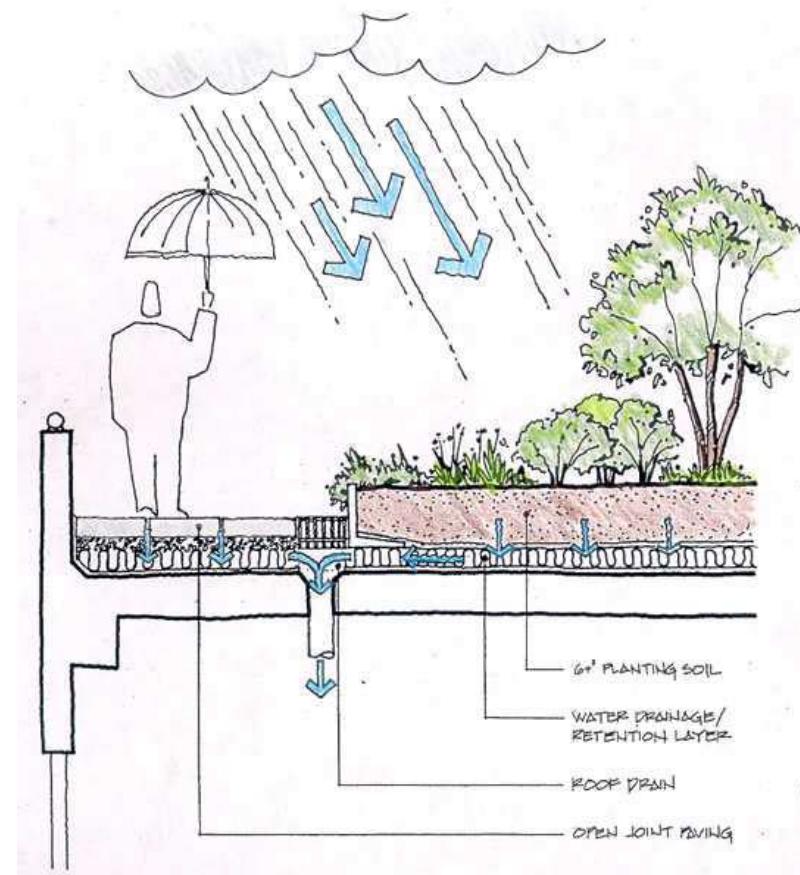
### Wetland Park

The wetlands that surround the station site to the west are proposed for conversion into a wetland park and a usable open space that showcases native Virginian vegetation, pedestrian trails, educational signage, and some benches and other pedestrian amenities. This wetland park will serve as an attractive feature that will physically connect the Metrorail station site with the adjacent GSA site.

### Roof Gardens

Because of the site constraints to provide ground level open space, roof gardens are proposed along the roof surfaces of the buildings to reduce stormwater runoff and provide for passive recreation opportunities for local employees.

Figure 31: Roof Garden Diagram



## Next Steps

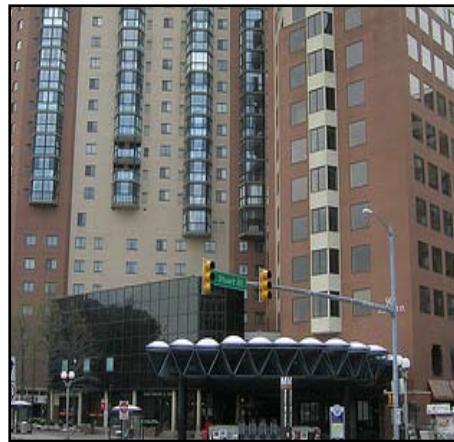
There will need to be a significant amount of coordination between WMATA and local agencies and development partners to see the recommended concept come to fruition. Cost estimates were not developed for this vision because of the very long term time frame that is anticipated for this type of joint development to occur.

The following actions in particular will require further attention in the next steps.

Table 9: Long Term Vision Implementation Actions

Action	Implementation Action	WMATA	Fairfax County	State of VA	Federal Agency	Private Developer
Station Area Development	<ul style="list-style-type: none"> <li>Comprehensive Plan amendment and rezoning for residential, office and retail uses</li> </ul>	x	x			x
Rail extension	<ul style="list-style-type: none"> <li>Evaluate rail extension to GSA site, Newington, and/or Fort Belvoir.</li> </ul>	x	x	x	x	
Facilitate TOD in the adjacent GSA site	<ul style="list-style-type: none"> <li>Look into creation of a business district to coordinate improvements with local development</li> </ul>	x	x			
Evaluate improved access to the station from the south	<ul style="list-style-type: none"> <li>Coordinate with Fairfax County to provide improved connections and alternative routes</li> </ul>	x	x	x		
Address additional traffic generated by development	<ul style="list-style-type: none"> <li>Undertake traffic studies</li> <li>Increase transit usage to offset personal vehicle use</li> </ul>	x	x	x		
On-ramp to Franconia Springfield	<ul style="list-style-type: none"> <li>Study engineering and cost feasibility</li> </ul>	x	x	x		
New wetland park	<ul style="list-style-type: none"> <li>Evaluate potential for partnership with non-profit organizations</li> </ul>	x				x
Address development impact on public facilities and infrastructure	<ul style="list-style-type: none"> <li>Evaluate impact of new residents on schools and other public facilities</li> </ul>	x	x			x

Note: Further implementation items will be evaluated as part of the implementation section to be provided.



## SECTION 7: IMPLEMENTATION

### Overview

The Franconia-Springfield Metro station includes two large parking structures with significant usable life remaining. The original structure has a usable life of another 20-30 years, while the recently built structure has approximately 40 years of usable life left. Little developable land remains on the site for joint-development opportunities.

Therefore, high density redevelopment of the site has been identified by the consultant team as a potential long-term goal at a time when Metro can capitalize on the increases in land value in the station area, as the surrounding area becomes more densely developed. However, several connectivity and other infrastructure issues need to be addressed in the near term. These near term needs are the focus of this implementation strategy.

### Infrastructure Improvements

The near term infrastructure needs include several items that are already included in Metro's Capital Improvement Plan (CIP), including the Metro Police Sub Station and Training Facility. The full list of required/proposed near-term infrastructure improvements is summarized in the following table. Many of these improvements could possibly be financed using a combination of private partnerships and revenue enhancement.

These financing considerations are fully explored in Table 6, but for example, the necessary bike stations could potentially be provided by a third-party operator, licensed by Metro. Additionally, considering a modest parking fee increase could provide a substantial return for financing of station improvements. A \$0.50 daily increase per space, for the 5,069 identified existing spaces, would yield \$659,000 at 100% occupancy during weekdays. Additionally, surrounding land uses could contribute to infrastructure improvements that would enhance the environment and accessibility for their employees/customers.

The goal of the following implementation strategy is to provide Metro, Fairfax County and VDOT an effective project approach that highlights potential strategies and tools to be considered as development advances at the Franconia-Springfield Station.

Table 10: Infrastructure Improvements

Item	Cost Estimate (2008 \$)
Wayfinding Program	\$ 3,000
Improved Pedestrian Crossings	\$ 200,000
Cell Phone Waiting Lot	\$ 135,000
Sidewalk Improvements	\$ 450,000
Pedestrian Walkway	\$ 650,000
On-road Bike Lane Striping	N/A
Gateway Treatment	\$ 490,000
Pedestrian/Shuttle Signal at Shuttle Only Road	\$ 3,000
Bike Station	\$ 422,000
Bike Lockers	\$ 38,400
Covered Bicycle Racks	\$ 15,000
Pedestrian Bridge to GSA Site	\$ 1,200,000
Wheel Gutters	\$ 800
Additional Bus Bays	\$ 35,000
Additional Bus Shelters	\$ 50,000
Busway to Fort Belvoir and Shelter	N/A
Metro Police Sub Station	\$ 10,000,000
Police Training Facility	\$ 3,435,500
Access to Substation and Modular Range	\$ 10,000
Traffic Control Gate	\$ 15,000
	<hr/> \$ 17,152,700

Source: WMATA; Economics Research Associates, 2008

## Implementation Recommendations

The implementation recommendations for Franconia-Springfield Redevelopment fall into two categories.

Table 11: Implementation Recommendation Categories

Operational and Tactical	Financing Strategies
Partnerships, capacity-building and key short-term and long-term actions important for successful implementation	Funding programs and sources of support to accelerate and leverage private investment and complete planned capital improvements

Source: Economics Research Associates, 2008.

Franconia-Springfield Station implementation assumes redevelopment will be pursued through a Joint Development Agreement, a long-term strategy that accesses a variety of public and private financing mechanisms. It is also assumed that a share of upfront capital costs associated with redevelopment will be borne by the developer as well as County. The public versus private share of initial infrastructure upgrades will need to be more clearly established once funding mechanisms for the station are confirmed. There are also identified long-term capital improvements.

## Short-term Steps and Considerations

Short-term implementation actions and considerations have been identified for Franconia-Springfield Station redevelopment. Key to Franconia-Springfield redevelopment in the short-term will be building the local and regional capacity necessary to implementing redevelopment, as well as generating project buy-in by local residents. Although project oversight would typically be undertaken by the Metro's Board of Directors, Franconia-Springfield redevelopment may be enhanced and further streamlined through the creation of a separate Redevelopment Authority. The matrix below highlights important near-term actions for facilitating TOD at Franconia-Springfield Station:

Table 12: Short-Term Implementation Actions

Project Name	Project Description	Responsible Parties
Redevelopment Authority	An independent authority tasked with all aspects of station redevelopment—developer solicitation, public education, fundraising, marketing, etc.	Metro, County
Relationship/Partnership Building	Capacity-building activities that include Town Halls, Community Forums, Public Workshops and other outreach and education efforts	Redevelopment Authority, Metro
Tax Increment Finance District Formation	A district to include Franconia-Springfield Station and surrounding properties where future tax increments will be applied to area redevelopment	County, Metro
Special Taxing District Formation	A district that encompasses the station and surrounding properties that will finance marketing, area upkeep and other relevant costs	County
Developer Solicitation	Targeted developer outreach activities that highlight qualifications sought at Franconia-Springfield Station	Redevelopment Authority, Metro

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Source: Various Sources; Economics Research Associates, 2008.

Other considerations related to these short-term implementation actions are noted below:

**Franconia-Springfield Station Redevelopment Authority:** Redevelopment goals and objectives may be best achieved through a separate entity governed by a board of directors comprised of key players from the public and private sector—City, County and Metro officials, local brokers, members of local neighborhood associations and surrounding property owners. This body will be especially important when developing relationships with surrounding property and business owners potentially impacted by site redevelopment.

**Relationship/Partnership Building:** Working with City and County officials, the Metro will need to continue to nurture relationships with local residents to generate project buy-in—Public Workshops and Town Halls are opportunities for educating residents on projects benefits as well as the projected development timeline. Collaborative working relationships will need to be maintained with local municipalities and regional bodies as funding mechanisms are identified and created, as well as ensuring appropriate land-use parameters are established that govern Franconia-Springfield Station property.

**Tax Increment Finance (TIF):** Working with the County, a Tax Increment Finance district could be established that encompasses Franconia-Springfield Station and its surrounding properties. Using this tool, Metro and the County can reap the long-term financial benefits of TOD at the station.

**Special Taxing District Formation:** Generating project buy-in by surrounding property owners would be especially important when establishing a Special Taxing District because a Special Taxing District is only possible with the unanimous consent of property owners.

**Developer Solicitation and Evaluation:** Metro should consider establishing specific clear-cut evaluation criteria to review development submittals for Franconia-Springfield Station. Among the criteria could include a RFPE (Request for Prior Experience), proof of capacity to finance proposed projects, and prior work within the region. As a marketable site, establishing developer evaluation criteria prior to solicitation may help to narrow the developer field and streamline the redevelopment process.

## Longer-term Steps and Considerations

The long-term Franconia-Springfield Station projects include facilitating TOD, parking garage construction, and greenspace development. Important over the long-term will be securing the necessary administrative approvals from the local government to implement TOD, as well as taking steps to ensure construction does not radically interfere with public transportation. Key operational and tactical moves are highlighted in the following table as well as responsible bodies for implementation.

Table 5: Long-Term Implementation Actions

Project Name	Project Description	Responsible Parties
Developer Collaboration	Actions intended to streamline and build support for station redevelopment: public education and outreach, obtaining administrative approvals, and initial marketing activities.	Redevelopment Authority, Metro
Administrative Revisions	Changes at the local level necessary for TOD implementation including zoning revisions.	Local municipality, developer, Metro
Alternative Transportation Planning	A temporary transportation plan with the goal of mitigating public transportation delays during station construction.	Metro, VDOT, developer
Partnerships with area brokers	Partnerships intended to enhance project visibility and promotional outlets in relevant publications and websites.	Redevelopment Authority, developer
Property Revaluation	A periodic reappraisal of station property for the purposes of rent escalation.	Metro, private consultant

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Source: Various Sources; Economics Research Associates, 2008.

Additional considerations related to long-term implementation actions have been highlighted below:

**Collaboration with selected developer(s):** To streamline Franconia-Springfield Station redevelopment, Metro should be ready to work collaboratively with the developer(s) to obtain the necessary administrative approvals as well as to generate the public support key to implementing TOD. Local neighborhood and business associations can be beneficial during public outreach when generating project buy-in. Workshops similar to the one conducted as part of this concept vision plan are excellent in gaining input and valuable buy-in.

**Alternative Transportation Plan:** A Transportation Plan should be established that identifies alternative transportation options during TOD construction to mitigate public transit disruption. A construction phasing plan should be considered that emphasizes primary construction activity during off-peak travel times.

**Partnerships with area brokers:** Metro should leverage all area resources to maximize interest in the Franconia-Springfield Redevelopment. In this regard, partnerships with area brokers and realtors should be established to ensure maximum visibility of new office and residential space at Franconia-Springfield Station.

**Property revaluation:** Metro can maximize its investment in facilitating redevelopment of Franconia-Springfield Station property via appreciation through rent escalation provisions. A revaluation of Franconia-Springfield Station property on a periodic basis may be considered allowing Metro to increase rent, with the assumption that planned improvements will considerably enhance property value.

## Financing

Ideally, Franconia-Springfield Station redevelopment should be funded through a variety of public and private financing mechanisms. Appropriate financing vehicles for Franconia-Springfield Station TOD include construction cost sharing agreements, tax or revenue sharing agreements, development impact fees and station parking fees. A successful financing plan will be crafted to employ one or more of these instruments depending upon the opportunities and constraint unique to the station. A brief discussion of these and other financing tools is presented below.

### Public-Private Partnerships

Station Cost Sharing Agreements with Major Property Owners	Metro may be able to negotiate a station cost sharing agreement with major area property owners who stand to significantly benefit from station redevelopment. Property owners may be willing to contribute to parking and other infrastructure improvements if they are convinced increased foot traffic and population density around the Franconia-Springfield Station will bring long-term economic benefit.
Business Cooperation/ Business Improvement District	Depending on the improvement, area property owners may contribute to improvements that would positively impact their operations, such as the Springfield Mall or other retailers supporting wayfinding signs. Another option is a business improvement district. Unlike a special taxing district, a business improvement district would involve a voluntary tax by local business owners for area improvements.
Other Partnerships	Because the pedestrian bridge to the GSA is both on Metro's and the GSA's land, and because it directly affects GSA workers, it is possible that the bridge could be partially or wholly GSA funded, particularly if there will be additional workers relocated to the area because of BRAC-impacted changes. If there is mixed use on the site, this could be developer-provided.  Additionally, several desired improvements—such as the bike station—could be provided through a private third-party operator.
Parking Garage Cost Sharing	One of the largest projects over the long-term is development of a new parking garage, a project that would benefit not only the Franconia-Springfield Station, but also the local municipality and its businesses. In this respect, local municipalities benefit from both the availability of parking and the increase in activity generated by Franconia-Springfield Station patrons. Considering this two-fold impact potential, municipalities may be willing to share in the cost of Franconia-Springfield Station parking facilities.

## Local Taxes and Fees

Special Taxing District	Fairfax County can, in accordance with the Virginia Code, create a special taxing district within its participation with the Northern Virginia Transportation Authority to fund transportation improvements (Virginia Code § 58.1-3221.3). This allows for additional taxes up to \$0.25 per \$100 value on commercial properties, to be used to directly improve transportation in the district.
Tax Increment Revenue Sharing	Redevelopment at Franconia-Springfield Station will enhance surrounding property values as well as broaden the local tax base. Considering these beneficial impacts, the County may be willing to allocate a share of future tax increment revenue for station construction and upgrades.
Development Impact Fees	Franconia-Springfield Station redevelopment should eventually stimulate higher density development around the station and add considerably to the value of those developments. Thus, it seems reasonable to eventually impose a development impact fee for development within a half-mile of the station. The challenge, however, will be convincing local officials that this impact fee will not negatively impact future market conditions for future development.

## Revenue-Based

Parking Fees	As a means of generating additional revenue for station redevelopment, Metro may consider a monthly or daily parking surcharge at the station. Additionally, the County may also choose to implement a parking surcharge, the revenues from which the County may be able to further invest on site. Parking revenue bonds may be secured by a pledge of the aforementioned revenues from parking fees. As an example, a \$0.50 per day surcharge on parking fees for the existing 5,069 spaces would result in \$925,000 annually, assuming 100% occupancy.
Ground Lease Revenues	A benefit of a ground lease is that it offers the Metro the ability to secure an annual income stream over a period of years and to later recover the land at the end of the lease period, unless Metro offers the developer an option to purchase at the end of the lease. This income stream provides opportunity to finance a variety of station projects or may be used to back bonds. It is advisable that Metro negotiate Ground Lease escalations as a means of capturing enhanced value at Franconia-Springfield Station.

## Federal and State Financing Options

Congestion Mitigation and Air Quality Improvement Program (CMAQ)	The CMAQ program, jointly administered by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) provides funding to planning organizations and transit agencies to invest in projects that reduce transportation-related air pollution. This funding is handled locally by the Virginia Department of Transportation and the Northern Virginia Transportation Authority. Metro projects eligible for CMAQ funding may include transit enhancements such as bicycle facilities and any infrastructure projects that considerably improve traffic flow.
Transportation Enhancement Program	This Virginia Department of Transportation program is available to local governments, state agencies and community groups that reimburses up to eighty percent for the cost of transportation-related community amenities.
Northern Virginia Transportation District Bonds	The Virginia General Assembly has previously authorized a series of bonds to support transit projects in Northern Virginia. 60% of these funds are financed through local recordation, right of way, and contract fees.
Grants	<p>New Starts &amp; Small Starts is a transit investment program through the US Department of Transportation that provides capital assistance for: 1) modernization of existing rail systems; 2) new and replacement buses and facilities; and 3) new fixed guideway systems. Eligible recipients for capital investment funds are public bodies and transit agencies. Funds are allocated on a discretionary basis based upon an 80 percent Federal and 20 percent local funding distribution.</p> <p>Virginia Department of Rail and Public Transportation Capital Assistance Grants: Supports a maximum of 95% of eligible expenses for public transportation capital projects. No Metro projects are defined in the DRPT's FY07 Six Year Program budget, though the Northern Virginia Regional Transit Authority (NVRTA) receives funds from these programs. The NVRTA provides additional grants to local governments and agencies, including Metro, for transit operations and capital improvements.</p>

Source: Various Sources; Economics Research Associates, 2008.



# Appendix

## Market Overview Implementation Strategy



Project Report

**Franconia-Springfield Metro Station  
Market Overview**

Prepared for

**WMATA  
Washington, D.C.**

Submitted by

**Economics Research Associates**

**February 12, 2007**

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## **General & Limiting Conditions**

Every reasonable effort has been made to ensure that the data contained in this study reflect the most accurate and timely information possible. These data are believed to be reliable. This study is based on estimates, assumptions and other information developed by Economics Research Associates from its independent research effort, general knowledge of the market and the industry, and consultations with the client and its representatives. No responsibility is assumed for inaccuracies in reporting by the client, its agent and representatives or any other data source used in preparing or presenting this study.

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This study is qualified in its entirety by, and should be considered in light of, these limitations, conditions and considerations.

## **Executive Summary**

The population and households in the Franconia-Springfield area, as well as Fairfax County overall, are expected to increase moderately over the next several years, as Fairfax transitions into a more urban county. Some of the fastest growth is projected to occur within one mile of the station.

The submarket currently has slightly lower education levels in the immediate vicinity of the Metro station, relative to the rest of the County. However, this may be due to a lack of existing, suitable residential options. In fact, the area is projected to experience a significant increase in the number of high income (\$125,000 plus) households over the coming years.

The apartment market in the Southeastern Fairfax Submarket (which encompasses Franconia-Springfield) compared to Suburban Virginia overall is performing similarly in terms of vacancy (about four percent) and is expected to remain stable. However, the asking rent in Suburban Virginia, at \$1338, is slightly greater than in Southeastern Fairfax, where rents are about \$1200. The gap between rents in the two markets is expected to grow, and then remain steady between 2007 and 2010. Net absorption in the Southeastern Fairfax area has been negative or low for the past six years, but is projected to be positive in the future.

In 2005, the County saw its first slowdown in the condominium market in the past five years. Prices had been increasing rapidly over the timeframe, with 80 percent of the units sold in 2005 selling for over \$250,000. However, the percentage of units taking over 120 days to sell remained quite low, with less than two percent of units taking this long in 2005. Year-end 2006 data were not available at the time of analysis, however, interviews with selling agents for new condominium projects in the competitive submarket of Ballston indicate that sales levels are relatively healthy, despite some reported resale delays.

Nearly 20,000 employees work within a three mile radius of the station, with about half of that in the Services sector and about 16 percent in the Wholesale and Retail Trade sector. Manufacturing accounts for 14 percent of the area workforce.

Limited class A office space exists in the three mile area surrounding the site. However, rents for class A office space nearby are similar to other areas of Fairfax County, at approximately \$30 per square foot. At around \$20 per square foot, Class B and class C office space in the area command measurably lower rents than the rest of the County, as these are skewed by the higher rent flex spaces along the Dulles corridor.

Approximately 15 percent of the County's 31 million square feet of retail space is located within the submarket, where vacancy rates are less than one percent compared to around two percent countywide. However, retail rents in the Franconia-Springfield area, at \$21.56 per square foot, are approximately \$7 lower than the Fairfax County overall. In both the submarket and the County overall, rents at shopping centers greater than 200,000 square feet tends to be about \$10 higher than at smaller centers or stand alone retail.

## Demographic Trends and Projections

### ***Population and Households***

As illustrated in Table 1, in 2006 there are 3,068 people living within one-half mile of the Franconia-Springfield Metro station which constitutes .30 percent of Fairfax County's 1,033,985 residents. 10,916 people live within one-mile of the metro station (1.0 percent of the total county population), and 90,675 (8.8 percent) live within three miles. The Franconia-Springfield Submarket is expected to grow to 3,159 by 2011, with the population of Fairfax County growing to 1,077,945. The one-mile radius is expected to grow to 11,483, and the three-mile radius is expected to grow to 93,858.

### ***Age Distribution***

The age distribution of the Franconia-Springfield Submarket and Fairfax County overall are illustrated in Table 1 (by number) and Table 2 (by percentage).

**Table 1: Age Distribution by Area, by Number, 2006-2011**

	2006			2011			Fairfax County	
	.5 Mile Radius	1 Mile Radius	3 Mile Radius	Fairfax County	.5 Mile Radius	1 Mile Radius		
Under 15	572	2,211	19,066	220,303	560	2,196	18,927	218,950
15-24	316	1,134	9,634	119,878	398	1,355	11,035	132,513
25-34	575	1,709	12,748	136,923	474	1,468	11,246	125,839
35-44	591	1,982	17,001	175,206	597	2,055	15,965	169,043
45-54	459	1,748	14,616	162,830	500	1,858	16,278	181,748
55-64	313	1,149	9,804	124,732	360	1,401	11,452	137,455
65-74	109	497	4,186	52,949	132	579	5,076	66,030
75+	133	486	3,620	41,164	138	571	3,879	46,367
Total	3,068	10,916	90,675	1,033,985	3,159	11,483	93,858	1,077,945

Source: ESRI Business Analyst, Economics Research Associates, January 2007

As Illustrated in Table 2, the Franconia-Springfield Submarket population is similar in age breakdown to Fairfax County overall. However, the Franconia-Springfield area has lower percentages of residents under 24, and higher percentages of residents in the 25-44 and 75 and older age groups. Fairfax has higher percentages of residents under 15, 15-24, 45-54, 55-64, and 65-74. The one and three mile radiiuses are similar to both the Submarket and the County, but get closer to the county overall as the radius gets larger, with a three-mile radius being fairly consistent with the county overall.

**Table 2: Age Distribution by Area, Percentage, 2006-2011**

	2006			2011			Fairfax County	
	.5 Mile Radius	1 Mile Radius	3 Mile Radius	Fairfax County	.5 Mile Radius	1 Mile Radius	3 Mile Radius	
Under 15	18.6%	20.3%	21.0%	21.3%	17.7%	19.1%	20.2%	20.3%
15-24	10.3%	10.4%	10.6%	11.6%	12.6%	11.8%	11.8%	12.3%
25-34	18.7%	15.7%	14.1%	13.2%	15.0%	12.8%	12.0%	11.7%
35-44	19.3%	18.2%	18.7%	16.9%	18.9%	17.9%	17.0%	15.7%
45-54	15.0%	16.0%	16.1%	15.7%	15.8%	16.2%	17.3%	16.9%
55-64	10.2%	10.5%	10.8%	12.1%	11.4%	12.2%	12.2%	12.8%
65-74	3.6%	4.6%	4.6%	5.1%	4.2%	5.0%	5.4%	6.1%
75+	4.3%	4.5%	4.0%	4.0%	4.4%	5.0%	4.1%	4.3%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Source: ESRI Business Analyst, Economics Research Associates, January 2007

As seen in Table 3, in the one mile radius population, large growths are expected in the older age brackets, decreases are expected in the number of residents under 15 and 25-34, and a large increase is expected in residents in the 15-24 age bracket. In the three mile radius, decreases are expected in the following age categories: less than 15, 25-34, and 35-44. Moderate increases are expected in all other age brackets.

Fairfax County and the Franconia-Springfield Submarket are expected to see similar percentage annual decreases in the number of residents under 15. The areas expect similar growths in the number of residents ages 45-54, 55-64, and 65-74. The Franconia-Springfield area will see more significant increases than the county overall in residents age 15-24. Fairfax County will experience a stronger growth in residents age 75 and older. The percentage of residents age 35-44 will increase slightly in the Franconia-Springfield area, and decrease in Fairfax County. The number of residents age 25-34 is expected to decrease more significantly in Franconia-Springfield than in the county overall (3.8 percent and 1.7 percent, respectively).

In the one-mile radius population, large growths are expected in the older age brackets, decreases are expected in the number of residents under 15 and 25-34, and a large increase is expected in residents in the 15-24 age bracket. In the three-mile radius, decreases are expected in the following age categories: under 15, 25-34, 35-44. Moderate increases are expected in all other age brackets.

**Table 3: Age Distribution by Area, Annual Growth Rate, 2006-2011**

	CAGR (%)			
	.5 Mile Radius	1 Mile Radius	3 Mile Radius	Fairfax County
Under 15	-0.4%	-0.1%	-0.1%	-0.1%
15-24	4.7%	3.6%	2.8%	2.0%
25-34	-3.8%	-3.0%	-2.5%	-1.7%
35-44	0.2%	0.7%	-1.2%	-0.7%
45-54	1.7%	1.2%	2.2%	2.2%
55-64	2.8%	4.0%	3.2%	2.0%
65-74	3.9%	3.1%	3.9%	4.5%
75+	0.7%	3.3%	1.4%	2.4%
Total	0.6%	1.0%	0.7%	0.8%

Source: ESRI Business Analyst, Economics Research Associates, January 2007

## **Income**

As illustrated in Appendix, Table 7 , household incomes in Franconia-Springfield Submarket are similar to that of Fairfax County overall. However, the percentage of households earning over \$150,000 in the Submarket is 11.9 percent, compared to 27.8 percent in Fairfax County overall. Franconia-Springfield has a higher percentage of households in the income brackets from \$35,000 to \$124,999.

However, as illustrated in Table 4, between 2006 and 2011, the Franconia-Springfield Submarket anticipates the strongest increases in income brackets over \$100,000, with the highest growth seen in households earning over \$500,000. Decreases are expected in the percentage of households earning less than \$15,000 and between \$25,000 and \$99,999, with the greatest decrease seen in the number of households earning between \$25,000 and \$34,999. Changes in the one mile-radius are similar to that of the Submarket and changes in the three-mile radius are similar to that of the County overall.

Fairfax County anticipates losses in all income brackets earning less than \$124,999 per year, and increases seen in all income brackets, \$150,000 or higher, with the greatest increase seen in households earning over \$500,000.

The number of households earning over \$125,000 in the Franconia-Springfield Submarket is expected to grow significantly annually in all brackets. Fairfax County is expected to experience a slower, but strong, growth rate in the same brackets over the same time period.

Changes in the one-mile radius are similar to that of the Submarket and changes in the three-mile radius are similar to that of the county overall.

**Table 4: Household Income by Area, Compounded Annual Growth Rate, 2006-2011**

CAGR	.5 Mile Radius	1 Mile Radius	3 Mile Radius	Fairfax County
<\$15,000	-3.4%	-3.2%	-2.7%	-2.8%
\$15,000-\$24,999	4.0%	-2.3%	-5.4%	-4.4%
\$25,000-\$34,999	-20.8%	-8.8%	-6.3%	-5.9%
\$35,000-\$44,999	-7.6%	-9.3%	-6.9%	-5.6%
\$45,000-\$59,999	-1.6%	-5.0%	-4.7%	-4.1%
\$60,000-\$74,999	-7.3%	-3.6%	-4.1%	-3.7%
\$75,000-\$99,999	-2.0%	-2.9%	-4.1%	-2.3%
\$100,000-\$124,999	1.0%	3.1%	1.4%	-0.4%
\$125,000-\$149,999	10.0%	9.0%	6.8%	3.7%
\$150,000-\$249,999	12.3%	12.4%	7.9%	6.5%
\$250,000-\$499,999	6.3%	6.4%	11.2%	5.6%
\$500,000+	26.6%	22.3%	14.9%	12.3%
Total	0.7%	1.0%	0.7%	0.9%

Source: ESRI Business Analyst, Economics Research Associates, January 2007

## Race

As illustrated in Appendix, Table 8, in 2006, the Franconia-Springfield Submarket has a racial composition similar to that of Fairfax County overall. However, the Franconia-Springfield area has higher percentages than Fairfax County overall of Black residents (11.6 and 7.5 percent, respectively) and Hispanic residents (12.5 and 9.8 percent respectively).

Between 2006 and 2011, the Franconia-Springfield Submarket anticipates decreases in the number of white and black residents with strong growth in the number of reported Hispanic and residents and those in the “Other” category. Fairfax County is also expected to see a decrease in the number of white residents, but a slight growth in the number of black residents.

## Workforce Characteristics

### Educational Attainment

As illustrated in Table 5, the educational attainment level of residents in the Franconia-Springfield Submarket is very similar to that of Fairfax County in its entirety. The three-mile radius is very similar to the county and Submarket, while the one-mile radius has a smaller percentage of residents with bachelor’s degrees and higher percentages of 9-12<sup>th</sup> grade educated residents and high school graduates than the other markets.

**Table 5: 2000 Educational Attainment Level**

Education Level	Franconia-Springfield	1-Mile Radius	3- Mile Radius	Fairfax County
Less than 9th Grade	71	232	2,422	27,929
9th - 12th Grade, No Diploma	122	472	2,960	32,548
High School Graduate	328	1,129	9,020	90,642
Some College, No Degree	432	1,350	10,881	110,597
Associate Degree	124	423	3,410	33,660
Bachelor's Degree	593	1,550	16,854	198,607
Master's/Prof/Doctorate Degree	361	1,273	11,530	159,254
<b>Percentage</b>				
Less than 9th Grade	3.5%	3.6%	4.2%	4.3%
9th - 12th Grade, No Diploma	6.0%	7.3%	5.2%	5.0%
High School Graduate	16.1%	17.6%	15.8%	13.9%
Some College, No Degree	21.3%	21.0%	19.1%	16.9%
Associate Degree	6.1%	6.6%	6.0%	5.2%
Bachelor's Degree	29.2%	24.1%	29.5%	30.4%
Master's/Prof/Doctorate Degree	17.8%	19.8%	20.2%	24.4%

Source: ESRI Business Analyst, Economics Research Associates, January 2007

### **Employment Trends and Projections**

Based on the SIC code and number of employees reported by tenants in the three-mile radius, applied to the total number of employees in the area (19,890 employees). Table 6 illustrates employment in the three-mile radius surrounding the Branch Avenue Metro Station by industry.

The highest percentage of employees work in the Services sector, which represents about half of the total employment in the area. Wholesale & Retail Trade represents the next largest percentage, with approximately 16 percent of the workforce in this field. Manufacturing represents approximately 14 percent of the workforce.

**Table 6: Employment, 0-3 Mile Radius**

	Employees		Employment			Emp Chg		
	#	%	2006	2011	2016	'06-'11	'11-'16	'06-'16
Nat. Resources & Construction	1,921	9.7%	6,269	6,888	7,496	619	609	1,228
Manufacturing	2,726	13.7%	8,895	9,774	10,638	879	864	1,743
Transportation/Communication/Utilities	995	5.0%	3,247	3,568	3,883	321	315	636
Wholesale & Retail Trade	3,202	16.1%	10,449	11,481	12,495	1,032	1,015	2,047
Information/Financial Activities	859	4.3%	2,803	3,080	3,352	277	272	549
Services	9,892	49.7%	32,279	35,468	38,602	3,189	3,135	6,323
Government	295	1.5%	963	1,058	1,151	95	93	189
Total: Three-Mile Radius	19,890	100.0%	64,904	71,316	77,618	6,411	6,303	12,714

Source: Fairfax County Office of GIS, CoStar Property, Economics Research Associates, January 2007

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**Table 7: Household Incomes by Area, 2006-2011**

2006				2011				Change						
	.5 Mile Radius	1 Mile Radius	3 Mile Radius	Fairfax County		.5 Mile Radius	1 Mile Radius	3 Mile Radius	Fairfax County		.5 Mile Radius	1 Mile Radius	3 Mile Radius	Fairfax County
<\$15,000	38	86	861	12,239	<\$15,000	32	73	750	10,592	<\$15,000	-6	-13	-111	-1,647
\$15,000-\$24,999	23	65	796	10,481	\$15,000-\$24,999	28	58	604	8,373	\$15,000-\$24,999	5	-7	-192	-2,108
\$25,000-\$34,999	45	117	1,285	14,102	\$25,000-\$34,999	14	74	928	10,384	\$25,000-\$34,999	-31	-43	-357	-3,718
\$35,000-\$44,999	95	209	1,779	19,243	\$35,000-\$44,999	64	128	1,241	14,428	\$35,000-\$44,999	-31	-81	-538	-4,815
\$45,000-\$59,999	154	496	3,322	33,054	\$45,000-\$59,999	142	383	2,617	26,834	\$45,000-\$59,999	-12	-113	-705	-6,220
\$60,000-\$74,999	177	519	3,706	36,404	\$60,000-\$74,999	121	433	3,001	30,118	\$60,000-\$74,999	-56	-86	-705	-6,286
\$75,000-\$99,999	308	995	6,944	58,914	\$75,000-\$99,999	278	858	5,635	52,480	\$75,000-\$99,999	-30	-137	-1,309	-6,434
\$100,000-\$124,999	238	696	5,643	52,184	\$100,000-\$124,999	250	810	6,049	51,140	\$100,000-\$124,999	12	114	406	-1,044
\$125,000-\$149,999	125	379	3,326	36,275	\$125,000-\$149,999	201	583	4,617	43,523	\$125,000-\$149,999	76	204	1,291	7,248
\$150,000-\$249,999	127	381	5,263	68,142	\$150,000-\$249,999	227	684	7,703	93,533	\$150,000-\$249,999	100	303	2,440	25,391
\$250,000-\$499,999	31	97	1,029	26,559	\$250,000-\$499,999	42	132	1,746	34,928	\$250,000-\$499,999	11	35	717	8,369
\$500,000+	4	15	296	10,679	\$500,000+	13	41	592	19,078	\$500,000+	9	26	296	8,399
Total	1,365	4,055	34,250	378,276	Total	1,412	4,257	35,483	395,411	Total	47	202	1,233	17,135

Percent of Population (2006)				Percent of Population (2011)				Change						
	.5 Mile Radius	1 Mile Radius	3 Mile Radius	Fairfax County		.5 Mile Radius	1 Mile Radius	3 Mile Radius	Fairfax County		.5 Mile Radius	1 Mile Radius	3 Mile Radius	Fairfax County
<\$15,000	2.8%	2.1%	2.5%	3.2%	<\$15,000	2.3%	1.7%	2.1%	2.7%	<\$15,000	-15.8%	-15.1%	-12.9%	-13.5%
\$15,000-\$24,999	1.7%	1.6%	2.3%	2.8%	\$15,000-\$24,999	2.0%	1.4%	1.7%	2.1%	\$15,000-\$24,999	21.7%	-10.8%	-24.1%	-20.1%
\$25,000-\$34,999	3.3%	2.9%	3.8%	3.7%	\$25,000-\$34,999	1.0%	1.7%	2.6%	2.6%	\$25,000-\$34,999	-68.9%	-36.8%	-27.8%	-26.4%
\$35,000-\$44,999	7.0%	5.2%	5.2%	5.1%	\$35,000-\$44,999	4.5%	3.0%	3.5%	3.6%	\$35,000-\$44,999	-32.6%	-38.8%	-30.2%	-25.0%
\$45,000-\$59,999	11.3%	12.2%	9.7%	8.7%	\$45,000-\$59,999	10.1%	9.0%	7.4%	6.8%	\$45,000-\$59,999	-7.8%	-22.8%	-21.2%	-18.8%
\$60,000-\$74,999	13.0%	12.8%	10.8%	9.6%	\$60,000-\$74,999	8.6%	10.2%	8.5%	7.6%	\$60,000-\$74,999	-31.6%	-16.6%	-19.0%	-17.3%
\$75,000-\$99,999	22.6%	24.5%	20.3%	15.6%	\$75,000-\$99,999	19.7%	20.2%	15.9%	13.3%	\$75,000-\$99,999	-9.7%	-13.8%	-18.9%	-10.9%
\$100,000-\$124,999	17.4%	17.2%	16.5%	13.8%	\$100,000-\$124,999	17.7%	19.0%	17.0%	12.9%	\$100,000-\$124,999	5.0%	16.4%	7.2%	-2.0%
\$125,000-\$149,999	9.2%	9.3%	9.7%	9.6%	\$125,000-\$149,999	14.2%	13.7%	13.0%	11.0%	\$125,000-\$149,999	60.8%	53.8%	38.8%	20.0%
\$150,000-\$249,999	9.3%	9.4%	15.4%	18.0%	\$150,000-\$249,999	16.1%	16.1%	21.7%	23.7%	\$150,000-\$249,999	78.7%	79.5%	46.4%	37.3%
\$250,000-\$499,999	2.3%	2.4%	3.0%	7.0%	\$250,000-\$499,999	3.0%	3.1%	4.9%	8.8%	\$250,000-\$499,999	35.5%	36.1%	69.7%	31.5%
\$500,000+	0.3%	0.4%	0.9%	2.8%	\$500,000+	0.9%	1.0%	1.7%	4.8%	\$500,000+	225.0%	173.3%	100.0%	78.6%
Total	100.0%	100.0%	100.0%	100.0%	Total	100.0%	100.0%	100.0%	100.0%	Total	3.4%	5.0%	3.6%	4.5%

Source: ESRI Business Analyst, Economics Research Associates, January 2007

**Table 8: Race in Market Area, 2006-2011**

Number								
	2006				2011			
	.5 Mile Radius	1 Mile Radius	3 Mile Radius	Fairfax County	.5 Mile Radius	1 Mile Radius	3 Mile Radius	Fairfax County
White	1,912	6,254	54,905	675,353	1,851	6,162	53,577	663,957
Black	396	1,359	10,544	88,897	390	1,319	10,332	91,641
American Indian, Eskimo, Aleut	6	27	281	2,912	6	29	304	3,110
Asian or Pacific Islander	521	2,113	15,301	161,486	619	2,519	17,927	190,710
Other	111	642	5,212	59,532	145	834	6,477	73,806
Two or More Races	123	520	4,432	45,805	149	620	5,242	54,721
Hispanic Origin	334	1,732	13,377	147,547	435	2,242	16,806	185,301
Total	3,403	12,647	104,052	1,181,532	3,595	13,725	110,665	1,263,246

Percentage								
	2006				2011			
	.5 Mile Radius	1 Mile Radius	3 Mile Radius	Fairfax County	.5 Mile Radius	1 Mile Radius	3 Mile Radius	Fairfax County
White	56.2%	49.5%	52.8%	57.2%	51.5%	44.9%	48.4%	52.6%
Black	11.6%	10.7%	10.1%	7.5%	10.8%	9.6%	9.3%	7.3%
American Indian, Eskimo, Aleut	0.2%	0.2%	0.3%	0.2%	0.2%	0.2%	0.3%	0.2%
Asian or Pacific Islander	15.3%	16.7%	14.7%	13.7%	17.2%	18.4%	16.2%	15.1%
Other	3.3%	5.1%	5.0%	5.0%	4.0%	6.1%	5.9%	5.8%
Two or More Races	3.6%	4.1%	4.3%	3.9%	4.1%	4.5%	4.7%	4.3%
Hispanic Origin	9.8%	13.7%	12.9%	12.5%	12.1%	16.3%	15.2%	14.7%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Change								
	Change '06-'11 (#)				Change '06-'11 (%)			
	.5 Mile Radius	1 Mile Radius	3 Mile Radius	Fairfax County	.5 Mile Radius	1 Mile Radius	3 Mile Radius	Fairfax County
White	-61	-92	-1,328	-11,396	-3.2%	-1.5%	-2.4%	-1.7%
Black	-6	-40	-212	2,744	-1.5%	-2.9%	-2.0%	3.1%
American Indian, Eskimo, Aleut	0	2	23	198	0.0%	7.4%	8.2%	6.8%
Asian or Pacific Islander	98	406	2,626	29,224	18.8%	19.2%	17.2%	18.1%
Other	34	192	1,265	14,274	30.6%	29.9%	24.3%	24.0%
Two or More Races	26	100	810	8,916	21.1%	19.2%	18.3%	19.5%
Hispanic Origin	101	510	3,429	37,754	30.2%	29.4%	25.6%	25.6%
Total	192	1,078	6,613	81,714	5.6%	8.5%	6.4%	6.9%

Compounded Annual Growth Rate (CAGR)								
	.5 Mile Radius	1 Mile Radius	3 Mile Radius	Fairfax County	.5 Mile Radius	1 Mile Radius	3 Mile Radius	Fairfax County
White	-0.6%	-0.3%	-0.5%	-0.3%				
Black	-0.3%	-0.6%	-0.4%	0.6%				
American Indian, Eskimo, Aleut	0.0%	1.4%	1.6%	1.3%				
Asian or Pacific Islander	3.5%	3.6%	3.2%	3.4%				
Other	5.5%	5.4%	4.4%	4.4%				
Two or More Races	3.9%	3.6%	3.4%	3.6%				
Hispanic Origin	5.4%	5.3%	4.7%	4.7%				
Total	1.1%	1.6%	1.2%	1.3%				

Source: ESRI Business Analyst, Economics Research Associates, January 2007

## **Apartment Market**

### **Current Inventory and Market Indicators**

Table 9 illustrates the overall performance of Southeastern Fairfax County compared to that of Suburban Virginia overall. While vacancy rates are similar in the areas, asking rent in the market is higher than that of the Submarket. Inventory and occupied stock in the Submarket make up about ten percent of the overall market.

**Table 9: Apartment Market Performance Summary**

Submarket / County	Inventory (SF/Unit)	Occupied Stock	Vacancy Rate	Completions	Conversions	Net Absorption	Asking Rent
Suburban Virginia	140,985	135,602	3.8	1629	n/a	592	\$1,338
SE Fairfax County	13,504	12,964	4.0	0	0	27	\$1,219

Source: Reis Data, Economics Research Associates, January 2007

### **Apartment Trends and Projections**

Table 10 illustrates the inventory of apartment units in the markets from 2000 to 2006. After a growth from 2002 to 2003, inventory in the Submarket dropped off from 2004 to 2005 and has been steady since. In Suburban Virginia, inventory increased from 2000 to 2003, decreased from 2003 to 2005, and increased slightly from 2005 to 2006.

**Table 10: Market Inventory**

	2000	2001	2002	2003	2004	2005	2006	Avg. Annual Growth
Suburban Virginia	132,505	137,435	142,004	143,794	143,274	140,784	140,985	140,112 1.0%
SE Fairfax County	13,691	13,691	13,691	13,976	13,976	13,504	13,504	13,719 -0.2%

Source: Reis Data, Economics Research Associates, January 2007

Table 11 illustrates an increasing trend in asking rents between 2000 and 2006 for both geographic areas. The rents in Suburban Virginia were consistently higher than the rents in Southeastern Fairfax County. The rents in Southeastern Fairfax County have increased at a slightly greater rate through 2006, however, the gap between rents in the Submarket and Suburban Virginia overall is expected to increase (in terms of pure dollar amount) over the next four years.

**Table 11: Asking Rent**

	Asking Rent, 2000-2006								Projected			
	Avg. Annual Growth								Avg. Annual			
	2000	2001	2002	2003	2004	2005	2006	Annual	2007	2008	2009	2010
Suburban Virginia	\$1,069	\$1,145	\$1,163	\$1,201	\$1,244	\$1,283	\$1,338	\$1,206 3.8%	\$1,386	\$1,428	\$1,468	\$1,514
SE Fairfax County	\$963	\$1,045	\$1,072	\$1,123	\$1,137	\$1,201	\$1,219	\$1,109 4.0%	\$1,252	\$1,288	\$1,327	\$1,372
Difference	\$106	\$100	\$91	\$78	\$107	\$82	\$119	\$98 1.9%	\$134	\$140	\$141	\$142

Source: Reis Data, Economics Research Associates, January 2007

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Table 12 illustrates the variation in vacancy rates in the submarket and Suburban Virginia. Vacancy rates in both geographies spiked between 2001 and 2002 and have been relatively stable since. Both areas showed increases from 2005 to 2006 and are expected to remain stable around 4.0 over the next four years.

**Table 12: Vacancy Rates**

	Vacancy Rates, 2000-2006												Projected				
													Avg.				
													Avg.		Annual		
	2000	2001	2002	2003	2004	2005	2006	Annual	Growth	2007	2008	2009	2010				
Suburban Virginia	1.5	1.3	4.6	5.1	4.6	3.8	3.9	3.5	0.2	3.6	3.8	4.0	3.8				
SE Fairfax County	1.6	1.4	3.9	4.1	5.1	3.6	4.3	3.4	0.2	3.8	4.0	4.0	3.6				
Difference	-0.1	-0.1	0.7	1.0	-0.5	0.2	-0.4	0.1	0.3	-0.2	-0.2	0.0	0.2				

Source: Reis Data, Economics Research Associates, January 2007

Table 13 illustrates net absorption for Suburban Virginia and Southeastern Fairfax County. While both markets have fluctuated over the preceding six years, it is expected to remain stable from 2007 to 2010, with Southeastern Fairfax increasing to its highest level in 2008 and the count overall having its highest year in 2007.

**Table 13: Net Absorption**

	Net Absorption, 2000-2006												Projected				
													Avg.				
	2000	2001	2002	2003	2004	2005	2006	Annual	Growth	2007	2008	2009	2010	Avg.		Annual	
Suburban Virginia	3,405	437	3,607	1,510	-335	-1,502	592	1,102	-0.3	3,987	3,060	3,043	3,061				
SE Fairfax County	272	-329	14	191	-112	-354	27	-42	-0.3	460	693	485	442				
Difference	3,133	766	3,593	1,319	-223	-1,148	565	1,144	-0.2	3,527	2,367	2,558	2,619				

Source: Reis Data, Economics Research Associates, January 2007

## Condominium and Co-op Market

**Table 14 and**

Table 15 illustrate the sales price and volume of sales for condominiums and co-ops in Fairfax County of between \$30,000 and \$500,000. Between 2004 and 2005, Fairfax County saw its first downturn in the past five years. However, overall sales volume has increased at an annual average rate of 7.7 percent over the past five years and the greatest increases have been seen in the highest sales prices.

The price of condos and co-ops sold has been increasing rapidly over the past five years. In 2000, less than one percent of condos sold for over \$250,000. In 2005, 80 percent of homes sold for over \$250,000.

**Table 14: Condominium and Co-op Sales (\$30K-\$500K), 2000-2005, Fairfax County**

Sales Price	2000	2001	2002	2003	2004	2005	CAGR (%)
Under \$30,000	12	2	1	1	4	1	-39.2%
\$30,000-\$39,999	24	5	0	0	0	0	-100.0%
\$40,000-\$49,999	80	18	4	0	1	1	-58.4%
\$50,000-\$59,999	198	60	21	6	6	2	-60.1%
\$60,000-\$69,999	291	165	71	10	1	1	-67.8%
\$70,000-\$79,999	353	229	129	34	3	1	-69.1%
\$80,000-\$89,999	347	402	210	83	10	0	-100.0%
\$90,000- \$99,999	342	498	330	141	19	1	-68.9%
\$100,000-\$119,999	701	730	689	335	58	8	-59.1%
\$120,000-\$139,999	599	775	705	650	128	14	-52.8%
\$140,000-\$159,999	300	597	680	681	306	27	-38.2%
\$160,000-\$179,999	143	387	640	608	452	72	-12.8%
\$180,000-\$199,999	82	220	480	649	584	165	15.0%
\$200,000-\$249,999	78	306	599	1,127	1,436	738	56.7%
\$250,000-\$299,999	19	89	204	448	1,278	1,258	131.3%
\$300,000-\$399,999	10	44	121	290	922	2,133	-
\$400,000-\$499,999	1	11	13	42	141	560	-
Over \$500,000	2	2	10	14	49	198	150.7%
Total	3,582	4,540	4,907	5,119	5,398	5,180	7.7%

Source: Greater Capital Area Realtors Association, Economics Research Associates, January 2007

**Table 15: Condominium and Co-op Sales (\$30K-\$500K), 2000-2005, Fairfax County, Percentage**

Sales Price	2000	2001	2002	2003	2004	2005
Under \$30,000	0.3%	0.0%	0.0%	0.0%	0.1%	0.0%
\$30,000-\$39,999	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%
\$40,000-\$49,999	2.2%	0.4%	0.1%	0.0%	0.0%	0.0%
\$50,000-\$59,999	5.5%	1.3%	0.4%	0.1%	0.1%	0.0%
\$60,000-\$69,999	8.1%	3.6%	1.4%	0.2%	0.0%	0.0%
\$70,000-\$79,999	9.9%	5.0%	2.6%	0.7%	0.1%	0.0%
\$80,000-\$89,999	9.7%	8.9%	4.3%	1.6%	0.2%	0.0%
\$90,000- \$99,999	9.5%	11.0%	6.7%	2.8%	0.4%	0.0%
\$100,000-\$119,999	19.6%	16.1%	14.0%	6.5%	1.1%	0.2%
\$120,000-\$139,999	16.7%	17.1%	14.4%	12.7%	2.4%	0.3%
\$140,000-\$159,999	8.4%	13.1%	13.9%	13.3%	5.7%	0.5%
\$160,000-\$179,999	4.0%	8.5%	13.0%	11.9%	8.4%	1.4%
\$180,000-\$199,999	2.3%	4.8%	9.8%	12.7%	10.8%	3.2%
\$200,000-\$249,999	2.2%	6.7%	12.2%	22.0%	26.6%	14.2%
\$250,000-\$299,999	0.5%	2.0%	4.2%	8.8%	23.7%	24.3%
\$300,000-\$399,999	0.3%	1.0%	2.5%	5.7%	17.1%	41.2%
\$400,000-\$499,999 1/	0.0%	0.2%	0.3%	0.8%	2.6%	10.8%
Over \$500,000	0.1%	0.0%	0.2%	0.3%	0.9%	3.8%
Totals	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Source: Greater Capital Area Realtors Association, Economics Research Associates, January 2007

As illustrated in Table 16, the average number of days on the market for condominiums and co-ops (between \$30,000 and \$500,000) has decreased since 2000, from an average of 32 days to an average of 21 in 2005. The percentage of units taking over 120 days to sell has decreased significantly over this time period, from 1,199 units (6.4 percent) in 2000 to only 420 units (1.9 percent) in 2005.

**Table 16: Time on Market, Fairfax County, 2000-2005**

Number of Units	2000	2001	2002	2003	2004	2005	CAGR (%)
1-30 days	14,749	16,695	17,106	18,097	21,344	18,450	4.6%
31-60 Days	2,337	2,324	2,552	2,960	2,339	2,749	3.3%
61-90 Days	1,067	941	1,121	1,357	904	1,071	0.1%
91-120 Days	542	475	578	695	473	424	-4.8%
Over 120 days	1,199	746	946	1,112	657	420	-18.9%
Total	18,695	20,435	21,357	23,109	25,060	22,694	4.0%
Average Days	32	24	26	28	20	21	-8.1%

Percentage of Units	2000	2001	2002	2003	2004	2005
1-30 days	78.9%	81.7%	80.1%	78.3%	85.2%	81.3%
31-60 Days	12.5%	11.4%	11.9%	12.8%	9.3%	12.1%
61-90 Days	5.7%	4.6%	5.2%	5.9%	3.6%	4.7%
91-120 Days	2.9%	2.3%	2.7%	3.0%	1.9%	1.9%
Over 120 days	6.4%	3.7%	4.4%	4.8%	2.6%	1.9%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Source: Greater Capital Area Realtors Association, Economics Research Associates, January 2007

## Competitive Submarket Developments - Ballston

According to The Ballston-Virginia Square Partnership, while sales prices are not escalating at the rates they have over the past few years, the Ballston-Virginia Square market for new condominiums remains healthy. Interest rates are still relatively low and the demand for close-in properties remains high. In winter 2006, three new condominium buildings are opening in the area: The Monroe, Joule and The Hawthorn. In addition, The Residences at Liberty Center and The Spire are scheduled for completion in 2008. The partnership and real estate professionals report that sales have been strong. The following are recent and upcoming developments in the Ballston- Virginia Square area.

### The Monroe

The Monroe is a nine-story, 79-unit building that residents began occupying in late October 2006.

Doug Schneiderman, a realtor with Madison Homes reports that “The demand remains strong in this area,” he says, “because people like being close to Metro and close to shops and restaurants.” All but three units at The Monroe, on 10<sup>th</sup> Street between Monroe and Nelson Streets are sold.

Prices start in the \$700,000s.

### **Joule**

Joule, an 85-unit residence at Wilson Boulevard and North Kansas Street began move-in in December 2006. Amenities include a landscaped rooftop terrace with substantial plantings, a community room and business/fitness center. Real estate agent Tammy Bagnato says people of all ages are interested in the units and are seeking an adult lifestyle with proximity to shopping, restaurants, entertainment and the Metro.

The building is predominantly two-bedroom units, (and a few one-bedroom and two-bedroom plus den units). They range in size from 740 square-feet to 2200 square-feet, with an average unit size of approximately 1,100 square-feet. Prices are starting in the mid-400,000s, with the majority of prices in the 500,000 and 600,000s.

Each unit includes one parking space. Condo fees range from \$331 to \$442 per month

As of December 2006, according to Tammy Bagnato, approximately 20 of the 85 units remain on the market and she reports that "There is a lot of traffic." This project is being developed by the Ed Peete Company.

### **The Hawthorn**

The Hawthorn is a 135-unit building developed by Monument Realty within walking distance of the Metro stations. The Hawthorn includes a mix of units ranging from one-bedroom to two bedrooms-plus ranging from the \$300,000s to low \$600,000s. As of December 2006, The Hawthorn is entirely sold-out and expected move-in dates expected to begin in January.

### **Residences at Liberty Center**

When completed in late 2007, Residences at Liberty Center will be a 21-story condominium building with 234 units. A 20-story apartment building with 235 units will share common areas with the condominium. The buildings will feature studios and one and two-bedroom units. Pricing originally started in the upper \$300,000s. The condominium units are more than 85% pre-sold, with delivery scheduled for late 2007.

When completed (scheduled for August 2007), the mixed-use Liberty Center will contain over 450,000 square-feet of office space and 23,000 square-feet of retail.

### **The Spire**

Scheduled for completion in October 2008, The Spire will feature 231 residential units and approximately 7,500 square feet of ground floor retail space. The Spire is the final residential phase of the JBG Companies' Arlington Gateway project, a one million square-foot mixed-use development with direct access to the Ballston Metro Station.

## **Office Supply**

ERA collected current supply and recent trend information for the office market in the three-mile radius surrounding the Franconia-Springfield Metro station (referred to in the text below as the Franconia-Springfield Submarket). In the following section, we present this data and compare it to similar statistics for Fairfax County.

### ***Current Inventory and Market Indicators***

Table 17 below provides a series of market indicators and estimates for the Franconia-Springfield Submarket. As of December 2006, there are 110 office buildings in the Franconia-Springfield Submarket with a total of 4.73 million square feet of rentable building area (RBA). The vacancy rate for these buildings is 9.0 percent, and the average full service rent is just over \$23 per square foot.

The RBA in the Franconia-Springfield Submarket accounts for approximately 4.6 percent of the total office space in Fairfax County. The vacancy rate in the Franconia-Springfield Submarket is similar to that of the 8.8 percent vacancy rate in Fairfax County overall. The average rental rate in Fairfax County is higher than the average rental rate in the Franconia-Springfield Submarket by about \$5 per square foot.

### **Inventory By Class**

Table 18 and Table 19 provide the same information by class for the geographies profiled. Class B office space is performing well in the Franconia-Springfield Submarket with a vacancy rate of 5.7 percent, while Class A and B space have more significant vacancies. In Fairfax County overall, Class C is the top performer, with a 6.0 percent vacancy rate. The average rental rates in the Franconia-Springfield Submarket are similar to, but lower than, Fairfax County overall, with the greatest difference seen in Class B, which is approximately \$4 per square foot less. Class A space in the submarket is only about \$.50 lower on a per square foot basis than on a countywide basis. Class B office space is approximately \$3 per square foot less in the submarket.

The distribution of office space by class in the Franconia-Springfield Submarket is significantly different than that of Fairfax County. Franconia-Springfield has approximately 29 percent of the RBA in Class B buildings, 65 percent in Class B, and six percent in Class C buildings. This represents a significant departure from the distribution across the county, which has approximately 65 percent of all office space in Class A buildings, 32 percent in Class B buildings, and three percent in Class C buildings.

**Table 17: Office Inventory: All Geographies, December 2006**

Submarket / County	Number of Buildings	Total RBA 1/	Vacancy Rate 2/	Average Rental Rate
Franconia-Springfield 3-Mile	110	4,734,902	9.0%	\$23.30/fs
Fairfax County	1,286	98,090,883	8.8%	\$28.44/fs

1/ Rentable Building Area

2/ Does not include Sublet Vacancy

Source: CoStar Property; Economics Research Associates, January 2007

**Table 18: Office Inventory By Class: Franconia-Springfield Submarket, December 2006**

Building Class	Number of Buildings	Total RBA 1/	RBA As % of Total Submarket	Vacancy Rate 2/	Average Rental Rate
A	11	1,376,838	29.1%	16.4%	\$29.66/fs
B	81	3,063,585	64.7%	5.7%	\$21.27/fs
C	18	294,479	6.2%	8.2%	\$19.58/fs
Total	110	4,734,902	100.0%	9.0%	\$23.30/fs

Note: Numbers may not total due to rounding and / or classification errors in the CoStar Property database

1/ Rentable Building Area

2/ Does not include Sublet Vacancy

Source: CoStar Property; Economics Research Associates, December 2006

**Table 19: Office Inventory By Class: Fairfax County, October 2006**

Building Class	Number of Buildings	Total RBA 1/	RBA As % of Total Submarket	Vacancy Rate 2/	Average Rental Rate
A	403	63,615,339	64.9%	8.0%	\$30.13/fs
B	716	31,782,997	32.4%	10.6%	\$25.69/fs
C	167	2,692,547	2.7%	6.0%	\$22.63/fs
Total	1,286	98,090,883	100.0%	8.8%	\$28.44/fs

Note: Numbers may not total due to rounding and / or classification errors in the CoStar Property database

1/ Rentable Building Area

2/ Does not include Sublet Vacancy

Source: CoStar Property; Economics Research Associates, January 2007

## **Office Market Trends**

ERA reviewed trends in the office market for the Franconia-Springfield Submarket and Fairfax County since 2000. We looked at annual net absorption (new occupancy net of new vacancy), and changes in the vacancy and rental rates in order to understand performance of the office market in each of these geographies over time because they provide an indication of the market's potential to support additional office space in the near-term. This information is presented below in Table 20.

The Franconia-Springfield Submarket absorbed between approximately 130,000 and 200,000 square feet of office space between 2000 and 2004, however, experienced tenant loss from 2004 to 2005. Absorption increased between 2005 and 2006, but not up to the levels of prior years. However, over the last six years, average annual absorption has been 127,774 square feet. In the Franconia-Springfield Submarket vacancy rates peaked in 2002, decreased from 2002-2004, and have been rising since to 9.0 percent in 2006. The average rental rate rose from 2000 to 2001, fell from 2001-2003, rose from 2004-2005, and fell from 2005-2006.

From 2000-2006, the average annual absorption in Fairfax County overall is 1,708,284. Fairfax County experienced negative net absorption in 2002 and 2003. After a strong rebound in 2004, net absorption has been decreasing since to its current 2006 total of 1,730,208. Vacancy rates in Fairfax have been decreasing since 2003, and was steady at 8.9 percent from 2005-2006. After a decrease from 2000-2002, rent in the county has been increasing since 2003, with a current average price of \$28.40 per square foot, and a six year average of \$27.02.

## **Performance By Class**

Table 21 and Table 22 below present detailed office market performance data for each of the geographies. Absorption of Class A office space was strong in the Franconia-Springfield submarket through 2006 with an average annual absorption of 99,021. Class B space in the Franconia-Springfield submarket showed negative absorption in 2005, but rebounded to show moderate gains in 2006. Class C space absorption has fluctuated from moderately negative to moderately positive since 2000. Class A office space in Fairfax County has performed consistently well from 2000 to 2006, although losses of over 1,000,000 square feet of occupied Class A space between 2005 and 2006 may be a cause for concern regarding the future viability of Class A office space.

In each geography, Class A office space rents at a rate above the average for the geography, while Class B and C space rent at a rate below the average. The difference in rental rates by class varies across the geographies, however. In the Franconia-Springfield submarket, Class A space rents for almost \$4 more than the average, whereas in Fairfax County the difference is only around \$1. Between 2005 and 2006, the submarket experienced slight growth in Class A and C rates, and a slight decrease in Class B. Fairfax County experienced slight growth in Class C, and slight decreases in Class A and B.

**Table 20: Office Market Trends: All Geographies, 2000-2006**

Direct Net Absorption, 2000-2006 Annual Totals							
	2000	2001	2002	2003	2004	2005	2006
Franconia-Springfield 3-Mile	207,007	153,714	151,076	175,977	131,807	(38,530)	113,370
Fairfax County	3,125,414	1,463,614	(257,900)	(637,723)	3,963,303	2,571,075	1,730,208
End of Year Direct Vacancy Rate							
	2000	2001	2002	2003	2004	2005	2006
Franconia-Springfield 3-Mile	4.1%	4.7%	11.0%	7.0%	4.0%	8.0%	9.0%
Fairfax County	4.1%	8.1%	13.0%	14.2%	10.7%	8.9%	8.9%
End of Year Average Direct Rent							
	2000	2001	2002	2003	2004	2005	2006
Franconia-Springfield 3-Mile	\$21.07	\$25.53	\$24.62	\$22.84	\$23.82	\$25.56	\$23.52
Fairfax County	\$30.75	\$28.37	\$25.85	\$24.29	\$24.72	\$26.78	\$28.40

1/ Rentable Building Area  
 2/ Does not include Sublet Vacancy  
 Source: CoStar Property; Economics Research Associates, January 2007

**Table 21: Office Market Trends: Franconia-Springfield Submarket, 2000-2006**

Direct Net Absorption, 2000-2006 Annual Totals								
	2000	2001	2002	2003	2004	2005	2006	Avg. Annual
A	97,030	136,003	112,999	159,022	56,460	44,543	87,093	99,021
B	131,509	36,857	43,070	17,112	69,087	(75,129)	22,412	34,988
C	1,778	(19,146)	(4,993)	(157)	6,260	(7,944)	3,865	(2,905)
Total	230,317	153,714	151,076	175,977	131,807	(38,530)	113,370	131,104
End of Year Direct Vacancy Rate								
	2000	2001	2002	2003	2004	2005	2006	Avg. Annual
A	7.1%	4.1%	23.8%	8.7%	3.4%	11.7%	16.4%	10.7%
B	3.9%	4.6%	6.8%	6.3%	4.0%	6.4%	5.7%	5.4%
C	0.7%	7.2%	8.9%	8.9%	6.8%	9.5%	8.2%	7.2%
Total	4.1%	4.7%	11.0%	7.0%	4.0%	8.0%	9.0%	6.8%
End of Year Average Direct Rent								
	2000	2001	2002	2003	2004	2005	2006	Avg. Annual
A	\$24.43	\$28.00	\$27.78	\$26.34	\$27.96	\$29.65	\$30.56	\$27.82
B	\$19.58	\$22.54	\$22.49	\$21.63	\$19.96	\$22.50	\$21.66	\$21.48
C	\$17.56	\$19.30	\$19.65	\$20.33	\$20.43	\$20.87	\$20.98	\$19.87
Total	\$21.07	\$25.53	\$24.62	\$22.84	\$23.82	\$25.56	\$23.52	\$23.85

Note: Numbers may not total due to rounding and / or classification errors in the CoStar Property database

1/ Rentable Building Area

2/ Does not include Sublet Vacancy

Source: CoStar Property; Economics Research Associates, January 2007

**Table 22: Office Market Trends: Fairfax County, 2000-2006**

Direct Net Absorption, 2000-2006 Annual Totals								
	2000	2001	2002	2003	2004	2005	2006	Avg. Annual
A	4,900,836	2,242,229	519,483	478,160	2,784,557	2,217,368	1,743,302	2,126,562
B	(133,792)	(727,262)	(706,188)	(1,065,752)	1,100,990	273,533	35,028	(174,778)
C	(29,992)	(51,353)	(71,195)	(50,131)	77,756	80,174	(48,122)	(13,266)
Total	4,737,052	1,463,614	(257,900)	(637,723)	3,963,303	2,571,075	1,730,208	1,938,518

End of Year Direct Vacancy Rate								
	2000	2001	2002	2003	2004	2005	2006	Avg. Annual
A	4.2%	8.7%	14.7%	14.7%	10.9%	8.5%	8.2%	10.0%
B	4.1%	7.3%	10.2%	13.6%	10.6%	10.1%	10.7%	9.5%
C	2.8%	5.2%	8.3%	10.1%	7.2%	4.3%	6.0%	6.3%
Total	4.1%	8.1%	13.0%	14.2%	10.7%	8.9%	8.9%	9.7%

End of Year Average Direct Rent								
	2000	2001	2002	2003	2004	2005	2006	Avg. Annual
A	\$32.66	\$29.58	\$27.01	\$25.56	\$26.21	\$28.39	\$27.72	\$28.16
B	\$25.49	\$25.87	\$23.38	\$21.28	\$22.02	\$24.22	\$23.44	\$23.67
C	\$23.00	\$23.67	\$21.18	\$18.21	\$19.75	\$21.27	\$21.97	\$21.29
Total	\$30.75	\$28.37	\$25.85	\$24.29	\$24.72	\$26.78	\$28.40	\$27.02

Note: Numbers may not total due to rounding and / or classification errors in the CoStar Property database

1/ Rentable Building Area

2/ Does not include Sublet Vacancy

## Industrial Supply

Table 23 illustrates the industrial space in the one-mile area surrounding the Franconia-Springfield Metro Station. There are 205 buildings representing a total of 9,891,202 square feet, have a vacancy rate of 3.7 percent, and rent for an average of \$ 9.24 per square foot.

**Table 23: Industrial Space, 0-1 Miles**

Submarket / County	Number of Buildings	Total RBA 1/	Vacancy Rate 2/	Average Rental Rate
<b>Franconia-Springfield</b>	205	9,891,202	3.7%	\$9.24/nnn

1/ Rentable Building Area

2/ Does not include Sublet Vacancy

Source: CoStar Property; Economics Research Associates, January 2007

Table 24 illustrates the performance of industrial space in the one-mile radius surrounding the Franconia-Springfield Metro Station over the past six years. While absorption has fluctuated, vacancy has been relatively low since 2001, between three and five percent. After an increase in 2004, average rent dropped in 2005 and increased to a six-year high in 2006.

**Table 24: Industrial Space, 0-1 Miles**

Direct Net Absorption, 2000-2006 Annual Totals							
	2000	2001	2002	2003	2004	2005	2006
<b>Franconia-Springfield</b>	(745,302)	275,082	146,579	(5,610)	(99,872)	186,276	(65,120)
<hr/>							
End of Year Direct Vacancy Rate							
	2000	2001	2002	2003	2004	2005	2006
<b>Franconia-Springfield</b>	9.6%	4.1%	3.3%	4.0%	4.9%	3.1%	3.9%
<hr/>							
End of Year Average Direct Rent							
	2000	2001	2002	2003	2004	2005	2006
<b>Franconia-Springfield</b>	\$7.97	\$7.62	\$7.95	\$8.11	\$9.05	\$8.98	\$9.21
<hr/>							

1/ Rentable Building Area

2/ Does not include Sublet Vacancy

Source: CoStar Property; Economics Research Associates, January 2007

## Retail Supply

ERA collected current supply and recent trend information for retail properties within the Franconia-Springfield Submarket and Fairfax County. Because different types of retail behave differently in the market, we separated retail into the following categories: all free-standing retail; shopping centers with less than 200,000 square feet of RBA; and shopping centers with at least 200,000 square feet of RBA.

### ***Current Inventory and Market Indicators***

Table 25 below shows key market indicators and estimates for each of the geographies for each type of retail identified above aggregated, providing an overall assessment of retail market conditions. There is approximately 4.7 million square feet of RBA in the Franconia-Springfield Submarket, which represents approximately 15 percent of the retail space in Fairfax County.

The vacancy rate of 0.9 percent for all retail space in the Franconia-Springfield Submarket is about half that of Fairfax County at 2.1 percent. The average rental rate of \$21.56 is approximately \$7 lower than that of Fairfax County at \$28.64 per square foot.

**Table 25: Retail Inventory: All Types, All Geographies, December 2006**

Submarket / County	Number of Buildings	Total RBA 1/	Vacancy Rate 2/	Average Rental Rate
Franconia-Springfield 3-Mile	63	4,725,076	0.9%	\$ 21.56
Fairfax County	586	30,967,286	2.1%	\$ 28.64

1/ Rentable Building Area

2/ Does not include Sublet Vacancy

Source: CoStar Property; Economics Research Associates, January 2007

### **Inventory By Class**

Table 26 and

Table 27 show the same information for each area, broken down by the three types of retail space identified above. Retail is performing very well in the Franconia-Springfield Submarket, with no vacancies in free-standing retail or shopping centers over 200,000 square feet, and only 2.1 percent vacancy in shopping centers under 200,000 square feet. The majority of retail in the market is in shopping centers, with free-standing retail accounting for only 8.0 percent of RBA. While rate information is not available for the larger shopping centers in the submarket, average rental rate per square foot is over \$10 higher for shopping centers under 200,000 square feet than in free-standing retail.

Vacancy in Fairfax County overall is also low, ranging from 1.5 to 2.2 percent in the three retail types. Shopping centers over 200,000 square feet account for 48.3 percent of the

market's RBA and have the highest rents on a square foot basis. Rent per square foot for free-standing retail in Fairfax County is slightly higher than for that of free-standing retail.

**Table 26: Retail Inventory By Type: Franconia-Springfield Submarket, October 2006**

Retail Type	Number of Buildings	Total RBA 1/	RBA As % of Total Submarket	Vacancy Rate 2/	Average Rental Rate
Free-Standing Retail	36	378,720	8.0%	0.0%	\$ 18.00
Shopping Centers <200,000 Sq.	24	2,056,732	43.5%	2.1%	\$ 28.33
Shopping Centers 200,000+ Sq.	3	2,289,624	48.5%	0.0%	\$ -
<b>Total</b>	<b>63</b>	<b>4,725,076</b>	<b>100.0%</b>	<b>0.9%</b>	<b>\$ 21.56</b>

Note: Numbers may not total due to rounding and / or classification errors in the CoStar Property database

1/ Rentable Building Area

2/ Does not include Sublet Vacancy

Source: CoStar Property; Economics Research Associates, January 2007

**Table 27: Retail Inventory By Type: Fairfax County, October 2006**

Retail Type	Number of Buildings	Total RBA 1/	RBA As % of Total Submarket	Vacancy Rate 2/	Average Rental Rate
Free-Standing Retail	380	3,806,839	12.3%	1.5%	\$ 26.97
Shopping Centers <200,000 Sq. Ft.	177	12,202,531	39.4%	2.1%	\$ 25.52
Shopping Centers 200,000+ Sq. Ft.	29	14,957,916	48.3%	2.2%	\$ 36.08
<b>Total</b>	<b>586</b>	<b>30,967,286</b>	<b>100.0%</b>	<b>2.1%</b>	<b>\$ 28.64</b>

Note: Numbers may not total due to rounding and / or classification errors in the CoStar Property database

1/ Rentable Building Area

2/ Does not include Sublet Vacancy

Source: CoStar Property; Economics Research Associates, January 2007

### **Retail Market Trends**

ERA studied trends in the retail market for each of the geographies identified above. We identified trends in annual absorption and changes in the vacancy and rental rates in order to understand recent activity in the retail market in each of these areas. These indicators help to inform which types of retail perform best in the submarket and across the MSA over time. This information is presented below in Table 28.

Absorption of retail space in the Franconia-Springfield Submarket has fluctuated a great deal between 2000 and 2006. After a low point in 2000, 2001 and 2002 were strong years. 2003 showed a slight decrease, followed by an increase in 2004. 2005 exhibited another slump, and 2006 showed a slight growth, of 9,006 square feet of newly occupied space. Fairfax County only experienced one negative year (2005), with strong years in 2001, 2003, and 2006. Slower growth was experienced in 2000 and 2002.

The vacancy rate in both areas has been relatively stable (close to 1.0 percent) over the past six years with 2006 being slightly less than average in the Franconia-Springfield Submarket, and slightly higher than average in Fairfax County. However, it is important to note that Fairfax County is currently experiencing a six-year high and has been trending upward since 2000.

Average rent in both areas showed a drastic jump of over 200 percent between 2002 and 2003. While rent per square foot in Fairfax County and the Franconia-Springfield Submarket were approximately level until 2004, in 2005 Fairfax County rental rates increased by approximately \$5 per square foot, while Franconia-Springfield Submarket rent increased by less than \$3 per square foot. Between 2005 and 2006, Fairfax County stayed relatively stable, while the Franconia-Springfield Submarket decreased by approximately \$5 per square foot.

### **Performance By Class**

Table 29 and Table 30 below present retail performance by type since 2000 for each geography. Absorption in the Franconia-Springfield Submarket has fluctuated in all retail types over the past six years. From 2005-2006, absorption for free-standing retail decreased slightly, while absorption for shopping centers of less than 200,000 square feet increased slightly, but still remains negative. Shopping centers over 200,000 square feet posted a gain of over 20,000. Average annual vacancy rates were low in all types for all years, with shopping centers under 200,000 square feet showing the highest rates consistently.

In Fairfax County, shopping centers less than 200,000 square feet have shown positive net absorption since 2001, with 2006 being the highest year in the past six. Free-standing retail and shopping centers over 200,000 square feet have shown fluctuations over the past six years but showed large gains between 2005 and 2006. Average annual vacancy rates are highest in shopping centers under 200,000 square feet, a rate that has been increasing steadily since 2001. The average rates in the other segments are similar. Rent per square foot in all segments appears to be stable.

**Table 28: Retail Market Trends By Type: All Geographies, 2000-2006**

Direct Net Absorption, 2000-2006 Annual Totals								
	2000	2001	2002	2003	2004	2005	2006	Avg. Annual
Franconia-Springfield 3-Mile	(49,500)	413,518	57,806	(1,473)	31,782	(25,168)	9,006	62,282
Fairfax County	1,279	420,895	85,517	378,068	347,106	(145,300)	323,973	201,648
End of Year Direct Vacancy Rate								
	2000	2001	2002	2003	2004	2005	2006	Avg. Annual
Franconia-Springfield 3-Mile	1.2%	1.1%	1.2%	1.2%	0.6%	1.1%	0.9%	1.0%
Fairfax County	0.4%	0.4%	0.6%	0.9%	1.0%	1.6%	2.0%	1.0%
End of Year Average Direct Rent								
	2000	2001	2002	2003	2004	2005	2006	Avg. Annual
Franconia-Springfield 3-Mile	\$10.00	\$10.00	\$9.00	\$23.00	\$23.59	\$26.26	\$21.81	\$17.67
Fairfax County	\$10.00	\$10.07	\$10.90	\$23.34	\$23.99	\$28.94	\$28.23	\$19.35

1/ Rentable Building Area  
 2/ Does not include Sublet Vacancy  
 Source: CoStar Property; Economics Research Associates, January 2007

**Table 29: Retail Market Trends By Type: Franconia-Springfield Submarket, 2000-2006**

Direct Net Absorption, 2000-2006 Annual Totals								
	2000	2001	2002	2003	2004	2005	2006	Avg. Annual
Free-Standing Retail	0	0	45,868	(115)	0	1,865	0	6,803
Shopping Centers <200,000 Sq.	(49,500)	88,518	11,938	(1,358)	31,782	(15,573)	(2,454)	9,050
Shopping Centers 200,000+ Sq.	0	325,000	0	0	0	(11,460)	11,460	46,429
Total	(49,500)	413,518	57,806	(1,473)	31,782	(25,168)	9,006	62,282
End of Year Direct Vacancy Rate								
	2000	2001	2002	2003	2004	2005	2006	Avg. Annual
Free-Standing Retail	0.0%	0.0%	0.5%	0.5%	0.5%	0.0%	0.0%	0.2%
Shopping Centers <200,000 Sq.	2.5%	2.4%	2.7%	2.8%	1.2%	2.0%	2.1%	2.2%
Shopping Centers 200,000+ Sq.	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	0.0%	0.1%
Total	1.2%	1.1%	1.2%	1.2%	0.6%	1.1%	0.9%	1.0%
End of Year Average Direct Rent								
	2000	2001	2002	2003	2004	2005	2006	Avg. Annual
Free-Standing Retail	dna	dna	dna	dna	dna	dna	dna	dna
Shopping Centers <200,000 Sq.	\$10.00	\$10.00	\$9.00	\$23.00	\$23.59	\$26.26	\$26.45	\$18.33
Shopping Centers 200,000+ Sq.	dna	dna	dna	dna	dna	dna	dna	dna
Total	\$10.00	\$10.00	\$9.00	\$23.00	\$23.59	\$26.26	\$21.81	\$17.67

Note: Numbers may not total due to rounding and / or classification errors in the CoStar Property database

1/ Rentable Building Area

2/ Does not include Sublet Vacancy

Source: CoStar Property; Economics Research Associates, January 2007

**Table 30: Retail Market Trends By Type: Fairfax County, 2000-2006**

	Direct Net Absorption, 2000-2006 Annual Totals							
	2000	2001	2002	2003	2004	2005	2006	Avg. Annual
Free-Standing Retail	85,937	11,897	65,931	77,886	(5,553)	(26,033)	27,583	33,950
Shopping Centers <200,000 Sq. Ft.	(26,867)	83,998	23,986	94,838	26,168	10,754	105,778	45,522
Shopping Centers 200,000+ Sq. Ft.	0	325,000	(4,400)	189,696	326,491	(130,021)	190,612	128,197
Total	59,070	420,895	85,517	378,068	347,106	(145,300)	323,973	209,904
	End of Year Direct Vacancy Rate							
	2000	2001	2002	2003	2004	2005	2006	Avg. Annual
Free-Standing Retail	0.0%	0.0%	0.5%	0.2%	1.1%	1.8%	1.5%	0.7%
Shopping Centers <200,000 Sq. Ft.	0.9%	0.9%	1.2%	1.3%	1.1%	1.3%	2.1%	1.3%
Shopping Centers 200,000+ Sq. Ft.	0.0%	0.0%	0.0%	0.7%	1.0%	1.8%	2.0%	0.8%
Total	0.4%	0.4%	0.6%	0.9%	1.0%	1.6%	2.0%	1.0%
	End of Year Average Direct Rent							
	2000	2001	2002	2003	2004	2005	2006	Avg. Annual
Free-Standing Retail	dna	dna	dna	\$24.00	\$14.84	\$29.06	\$29.06	\$24.24
Shopping Centers <200,000 Sq. Ft.	\$10.00	\$10.07	\$9.19	\$22.29	\$25.80	\$26.78	\$26.78	\$18.70
Shopping Centers 200,000+ Sq. Ft.	dna	dna	\$13.00	dna	dna	\$35.72	\$35.72	\$28.15
Total	\$10.00	\$10.07	\$10.90	\$23.34	\$23.99	\$28.94	\$28.23	\$19.35

Note: Numbers may not total due to rounding and / or classification errors in the CoStar Property database

1/ Rentable Building Area

2/ Does not include Sublet Vacancy

Source: CoStar Property; Economics Research Associates, January 2007





Project Report

**Implementation Strategies for the  
Redevelopment of  
Franconia-Springfield Metro Station**

Prepared for

**Metro  
Washington, DC**

Submitted by

**Economics Research Associates**

**August 22, 2008**

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Every reasonable effort has been made to ensure that the data contained in this report are accurate as of the date of this study; however, factors exist that are outside the control of Economics Research Associates and that may affect the estimates and/or projections noted herein. This study is based on estimates, assumptions and other information developed by Economics Research Associates from its independent research effort, general knowledge of the industry, and information provided by and consultations with the client and the client's representatives. No responsibility is assumed for inaccuracies in reporting by the client, the client's agent and representatives, or any other data source used in preparing or presenting this study.

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This study is qualified in its entirety by, and should be considered in light of, these limitations, conditions and considerations.

## I. Overview

The Franconia-Springfield Metro station includes two large parking structures with significant usable life remaining. The original structure has a usable life of another 20-30 years, while the recently built structure has approximately 40 years of usable life left. Little developable land remains on the site for joint-development opportunities. Therefore, high density redevelopment of the site has been identified by the consultant team as a potential long-term goal, that will be able to capitalize on the increases in land value in the station area, as the surrounding area becomes more densely developed. However, several connectivity and other infrastructure issues need to be addressed in the near term. These near term needs are the focus of this implementation strategy.

### Infrastructure Improvements

The near term infrastructure needs include several items that are already included in Metro's Capital Improvement Plan (CIP), including the Metro Police Sub Station and Training Facility. The full list of required/proposed near-term infrastructure improvements is summarized in the following table. Many of these improvements could possibly be financed using a combination of private partnerships and revenue enhancement.

These financing considerations are fully explored in Table 6, but for example, the necessary bike stations could potentially be provided by a third-party operator, licensed by Metro. Additionally, considering a modest parking fee increase could provide a substantial return for financing of station improvements. A \$0.50 daily increase per space, for the 5,069 identified existing spaces, would yield \$659,000 at 100% occupancy during weekdays. Additionally, surrounding land uses could contribute to infrastructure improvements that would enhance the environment and accessibility for their employees/customers.

**Table 1: Infrastructure Improvements**

Item	Cost Estimate (2008 \$)
Wayfinding Program	\$ 3,000
Improved Pedestrian Crossings	\$ 200,000
Cell Phone Waiting Lot	\$ 135,000
Sidewalk Improvements	\$ 450,000
Pedestrian Walkway	\$ 650,000
On-road Bike Lane Striping	N/A
Gateway Treatment	\$ 490,000
Pedestrian/Shuttle Signal at Shuttle Only Road	\$ 3,000
Bike Station	\$ 422,000
Bike Lockers	\$ 38,400
Covered Bicycle Racks	\$ 15,000
Pedestrian Bridge to GSA Site	\$ 1,200,000
Wheel Gutters	\$ 800
Additional Bus Bays	\$ 35,000
Additional Bus Shelters	\$ 50,000
Busway to Fort Belvoir and Shelter	N/A
Metro Police Sub Station	\$ 10,000,000
Police Training Facility	\$ 3,435,500
Access to Substation and Modular Range	\$ 10,000
Traffic Control Gate	\$ 15,000
	<b>\$ 17,152,700</b>

Source: WMATA; Economics Research Associates, 2008

## II. Implementation

The goal of the following implementation strategy is to provide Metro, Fairfax County and VDOT an effective project approach that highlights potential strategies and tools to be considered as development advances at the Franconia-Springfield Station.

The implementation recommendations for Franconia-Springfield Redevelopment fall into two categories.

**Table 2: Implementation Recommendation Categories**

Operational and Tactical	Financing Strategies
Partnerships, capacity-building and key short-term and long-term actions important for successful implementation	Funding programs and sources of support to accelerate and leverage private investment and complete planned capital improvements

Source: Economics Research Associates, 2008.

Franconia-Springfield Station implementation assumes redevelopment will be pursued through a Joint Development Agreement, a long-term strategy that accesses a variety of public and private financing mechanisms. It is also assumed that a share of upfront capital costs associated with redevelopment will be borne by the developer as well as County—at the time of this report, it is ERA’s understanding that available County funds for Franconia-Springfield Station is roughly \$10 million—the public versus private share of initial infrastructure upgrades will need to be more clearly established once funding mechanisms for the station are confirmed. There are also identified long-term capital improvements.

## Objectives

The 2008 *Metro Joint Development Policies and Objectives* outlines standards, procedures and objectives for Joint Development through which property owned and/or controlled by Metro is marketed to office, retail/commercial, and residential developers. ERA highlights the following objectives from that document:

### Metro Wants To:

- Streamline proposal process;
- Have flexibility to match development selection to specific site needs;

- Have flexibility to incorporate fiscal impacts and benefits into overall assessment of project benefits; and
- Use all available approaches to maximize development industry interest including use of private partners, agents or brokers, where appropriate.

## **Leasing**

ERA has explored the advantages and disadvantages of leasing Franconia-Springfield Station property as opposed to selling it. Expediency can be one of the key reasons for the leasing of Franconia-Springfield Station property; the sale of most public agency-owned property requires a complex, multi-stepped process that can take many months to complete. It also sometimes requires the repayment of State or Federal grants that may have been used in the original acquisition of such properties. A key benefit of leasing public land is that it allows Metro the ability to secure an annual income stream to be applied toward designated capital improvements and to later recover the land and sometimes the improvements at the end of the lease period.

### **The Risks of Leasing**

Unfortunately, leasing is not risk free. As the lessor of Franconia-Springfield Station property, Metro retains a certain amount of liability should the use of the land and improvements not proceed according to the users' expectations. This risk is somewhat higher for rental residential development than for commercial development. For example, if a tenant group files suit against their apartment developer/owner for any reason, they are likely to include Metro as landowner in the suit. That said, selecting a financially secure lessee with proven performance may be more important than securing maximum dollar value from the lease.

### **Lease Terms Impact Financing and Value**

From the private real estate developer's perspective, the length of a ground lease must be sufficient to fully recover the cost of the investment plus a reasonable return. Therefore, if the cost of the improvements relative to the cost of the land is high, then the lease period needs to be long. Conversely, if the cost of the improvements relative to land cost is low, then the lease period can be reasonably short. Land uses which require little building construction relative to land area are best able to accept short term leases. Examples include recreation vehicle parks and commercial recreation uses such as golf practice ranges, miniature golf courses, mini-kart tracks and batting cages. However, with more substantial construction, as at the Franconia-Springfield

Station, a minimum 60-year lease and more typically, a 99-year lease will often be required. The length of the term must at least cover the terms of the initial long-term financing plus one refinancing. Financiers will often mandate the longer term because it facilitates the sale of these loans on the secondary market.

The length of the lease will influence the value of the asset. Since, at the end of the lease period, both the land and the improvements typically revert back to Metro, the resale value of the leased asset diminishes as the lease period approaches expiration. Because the resale value is ultimately lower, the lessee will not be willing to pay as much up-front for land with a shorter term lease as compared to one with a longer term lease.

## Sale

ERA notes that there are situations when the sale of public property may be more appropriate than leasing. These situations are noted below:

- If Metro were to develop owner-occupied housing such as condominiums, townhouses, or single family homes as opposed to apartments;
- If Metro expects land values to fall in the future at which point it could purchase comparable property at a lower value;
- If Metro is able to secure a better value for certain properties (i.e. commercially-zoned properties) and then use the sale proceeds to subsidize the development of a larger number of housing units at one or more alternate locations.

## Ground Lease Considerations

In addition to determining the comparative advantages of a ground lease over land sale, another key consideration for Franconia-Springfield redevelopment relates to whether Metro would enter a long-term lease with a single development entity or multiple entities; the advantages and disadvantages of the two situations over direct sale have been highlighted in the table below.

**Table 3: Ground Lease Considerations**

<b>Single Developer</b>		<b>Multiple Developers</b>	
<i>Metro would negotiate a long-term ground lease for improvements/renovated components of the project to a single private-sector development interest</i>		<i>Individual parcels are made available to more than one development entity</i>	
<b>Advantages</b>	<b>Disadvantages</b>	<b>Advantages</b>	<b>Disadvantages</b>
Depending upon the lease amount, could surpass the revenue from a direct sale over the term of the lease	Payments could stretch over decades versus Metro receiving direct sale proceeds as a lump sum	Could involve more developers bidding for property than a single ground lease	Greater number of participants in the deal—most complicated and difficult to negotiate
Would allow more comprehensive coordination of infrastructure development across the site	Additional complexities of a ground lease versus sale could delay the transaction	This approach could attract developers with particular specialties in different types of land uses	Multiple negotiations—likely more time-consuming and costly transactions
A single developer could more effectively coordinate redevelopment activities	Likely to be a limited number of qualified candidates experienced in TOD and desiring a ground lease	Each parcel lease is a smaller financial transaction and presumably more easily financed.	Could require substantially greater time for negotiations.
Single lease negotiations likely to take less time and cost less than multiple leases			

Source: Economics Research Associates, 2008.

## **Ground Lease Escalations**

Through the proposed Ground Lease, Metro retains considerable flexibility over the structuring of the revenue stream. One opportunity relates to the capture of future property appreciation through lease-escalation provisions. Typically, three methods are utilized by land owners to capture the capital appreciation of ground-leased properties:

- Escalation keyed to a price inflation gauge;
- Periodic reappraisals;
- Participation rents.

In general, the lessee—in this case, Metro—is likely to prefer the rental stream adjusted periodically based upon intermittent appraisals, the specific frequency and parameters of which are generally a matter of negotiation.

## **Short-term Steps and Considerations**

ERA has identified short-term implementation actions and considerations for Franconia-Springfield Station redevelopment. Key to Franconia-Springfield redevelopment in the short-term will be building the local and regional capacity necessary to implementing redevelopment, as well as generating project buy-in by local residents. Although project oversight would typically be undertaken by the Metro's Board of Directors, Franconia-Springfield redevelopment may be enhanced and further streamlined through the creation of a separate Redevelopment Authority. ERA highlights in the matrix below important near-term actions for facilitating TOD at Franconia-Springfield Station:

**Table 4: Short-Term Implementation Actions**

Project Name	Project Description	Responsible Parties
Redevelopment Authority	An independent authority tasked with all aspects of station redevelopment—developer solicitation, public education, fundraising, marketing, etc.	Metro, County
Relationship/Partnership Building	Capacity-building activities that include Town Halls, Community Forums, Public Workshops and other outreach and education efforts	Redevelopment Authority, Metro
Tax Increment Finance District Formation	A district to include Franconia-Springfield Station and surrounding properties where future tax increments will be applied to area redevelopment	County, Metro
Special Taxing District Formation	A district that encompasses the station and surrounding properties that will finance marketing, area upkeep and other relevant costs	County
Developer Solicitation	Targeted developer outreach activities that highlight qualifications sought at Franconia-Springfield Station	Redevelopment Authority, Metro

Source: Various Sources; Economics Research Associates, 2008.

ERA notes other considerations related to these short-term implementation actions below:

**Franconia-Springfield Station Redevelopment Authority:** Redevelopment goals and objectives may be best achieved through a separate entity governed by a board of directors comprised of key players from the public and private sector—City, County and Metro officials, local brokers, members of local neighborhood associations and surrounding property owners. This body will be especially important when developing relationships with surrounding property and business owners potentially impacted by site redevelopment.

**Relationship/Partnership Building:** Working with City and County officials, the Franconia-Springfield Redevelopment Authority will need to nurture relationships with local residents to generate project buy-in—Public Workshops and Town Halls are opportunities for educating residents on projects benefits as well as the projected development timeline. Working relationships with local municipalities and regional bodies will be equally important to establish funding mechanisms as well as ensuring appropriate land-use parameters are established that govern Franconia-Springfield Station property.

**Tax Increment Finance (TIF):** Working with the County, a Tax Increment Finance district could be established that encompasses Franconia-Springfield Station and its surrounding properties. Using this tool, Metro and the County can reap the long-term financial benefits of TOD at the station.

**Special Taxing District Formation:** Generating project buy-in by surrounding property owners would be especially important when establishing a Special Taxing District because a Special Taxing District is only possible with the unanimous consent of property owners.

**Developer solicitation and evaluation:** Working with the Redevelopment Authority, Metro should consider establishing clear-cut evaluation criteria to review development submittals for Franconia-Springfield Station. Among the criteria could include a RFPE (Request for Prior Experience), proof of capacity to finance proposed projects, and prior work within the region. As a marketable site, establishing developer evaluation criteria prior to solicitation may help to narrow the developer field and streamline the redevelopment process.

## Longer-term Steps and Considerations

Among the long-term Franconia-Springfield Station projects include facilitating TOD, parking garage construction, and greenspace development. Important over the long-term will be securing the necessary administrative approvals from the local government to implement TOD, as well as taking steps to ensure construction does not radically interfere with public transportation. ERA highlights key operational and tactical moves in the following table as well as responsible bodies for implementation.

**Table 5: Long-Term Implementation Actions**

Project Name	Project Description	Responsible Parties
Developer Collaboration	Actions intended to streamline and build support for station redevelopment: public education and outreach, obtaining administrative approvals, and initial marketing activities.	Redevelopment Authority, Metro
Administrative Revisions	Changes at the local level necessary for TOD implementation including zoning revisions.	Local municipality, developer, Metro
Alternative Transportation Planning	A temporary transportation plan with the goal of mitigating public transportation delays during station construction.	Metro, VDOT, developer
Partnerships with area brokers	Partnerships intended to enhance project visibility and promotional outlets in relevant publications and websites.	Redevelopment Authority, developer
Property Revaluation	A periodic reappraisal of station property for the purposes of rent escalation.	Metro, private consultant

Source: Various Sources; Economics Research Associates, 2008.

Additional considerations related to long-term implementation actions have been highlighted below:

**Collaboration with selected developer(s):** To streamline Franconia-Springfield Station redevelopment, the Redevelopment Authority should be ready to work collaboratively with the developer(s) to obtain the necessary administrative approvals as well as to generate the public support key to implementing TOD. Local neighborhood and business associations can be beneficial during public outreach when generating project buy-in.

**Alternative Transportation Plan:** A Transportation Plan should be established that identifies alternative transportation options during TOD construction to mitigate public transit disruption. A construction phasing plan should be considered that emphasizes primary construction activity during off-peak travel times.

**Partnerships with area brokers:** Metro and the Redevelopment Authority should leverage all area resources to maximize interest in the Franconia-Springfield Redevelopment. In this regard, partnerships with area brokers and realtors should be established to ensure maximum visibility of new office and residential space at Franconia-Springfield Station.

**Property revaluation:** Metro can maximize its investment in facilitating redevelopment of Franconia-Springfield Station property via appreciation through rent escalation provisions. A revaluation of Franconia-Springfield Station property on a periodic basis may be considered allowing Metro to increase rent, with the assumption that planned improvements will considerably enhance property value.

## Financing

Ideally, Franconia-Springfield Station redevelopment should be funded through a variety of public and private financing mechanisms. Appropriate financing vehicles for Franconia-Springfield Station TOD include construction cost sharing agreements, tax or revenue sharing agreements, development impact fees and station parking fees. A successful financing plan will be crafted to employ one or more of these instruments depending upon the opportunities and constraint unique to the station. A brief discussion of these and other financing tools is presented below.

**Table 6: Available Financing Tools: Public-Private Partnership**

Station Cost Sharing Agreements with Major Property Owners	Metro may be able to negotiate a station cost sharing agreement with major area property owners who stand to significantly benefit from station redevelopment. Property owners may be willing to contribute to parking and other infrastructure improvements if they are convinced increased foot traffic and population density around the Franconia-Springfield Station will bring long-term economic benefit.
Business Cooperation/ Business Improvement District	Depending on the improvement, area property owners may contribute to improvements that would positively impact their operations, such as the Springfield Mall or other retailers supporting wayfinding signs. Another option is a business improvement district. Unlike a special taxing district, a business improvement district would involve a voluntary tax by local business owners for area improvements.
Other Partnerships	<p>Because the pedestrian bridge to the GSA is both on Metro's and the GSA's land, and because it directly affects GSA workers, it is possible that the bridge could be partially or wholly GSA funded, particularly if there will be additional workers relocated to the area because of BRAC-impacted changes. If there is mixed use on the site, this could be developer-provided.</p> <p>Additionally, several desired improvements—such as the bike station—could be provided through a private third-party operator.</p>
Parking Garage Cost Sharing	One of the largest projects over the long-term is development of a new parking garage, a project that would benefit not only the Franconia-Springfield Station, but also the local municipality and its businesses. In this respect, local municipalities benefit from both the availability of parking and the increase in activity generated by Franconia-Springfield Station patrons. Considering this two-fold impact potential, municipalities may be willing to share in the cost of Franconia-Springfield Station parking facilities.

**Local Taxes and Fees**

Special Taxing District	Fairfax County can, in accordance with the Virginia Code, create a special taxing district within its participation with the Northern Virginia Transportation Authority to fund transportation improvements (Virginia Code § 58.1-3221.3). This allows for additional taxes up to \$0.25 per \$100 value on commercial properties, to be used to directly improve transportation in the district.
Tax Increment Revenue Sharing	Redevelopment at Franconia-Springfield Station will enhance surrounding property values as well as broaden the local tax base. Considering these beneficial impacts, the County may be willing to allocate a share of future tax increment revenue for station construction and upgrades.

Development Impact Fees	Franconia-Springfield Station redevelopment should eventually stimulate higher density development around the station and add considerably to the value of those developments. Thus, it seems reasonable to eventually impose a development impact fee for development within a half-mile of the station. The challenge, however, will be convincing local officials that this impact fee will not negatively impact future market conditions for future development.
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## Revenue-Based

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Parking Fees	As a means of generating additional revenue for station redevelopment, Metro may consider a monthly or daily parking surcharge at the station. Additionally, the County may also choose to implement a parking surcharge, the revenues from which the County may be able to further invest on site. Parking revenue bonds may be secured by a pledge of the aforementioned revenues from parking fees. As an example, a \$0.50 per day surcharge on parking fees for the existing 5,069 spaces would result in \$925,000 annually, assuming 100% occupancy.
Ground Lease Revenues	A benefit of a ground lease is that it offers the Metro the ability to secure an annual income stream over a period of years and to later recover the land at the end of the lease period, unless Metro offers the developer an option to purchase at the end of the lease. This income stream provides opportunity to finance a variety of station projects or may be used to back bonds. It is advisable that Metro negotiate Ground Lease escalations as a means of capturing enhanced value at Franconia-Springfield Station.

## Federal and State Financing Options

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Congestion Mitigation and Air Quality Improvement Program (CMAQ)	The CMAQ program, jointly administered by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) provides funding to planning organizations and transit agencies to invest in projects that reduce transportation-related air pollution. Metro projects eligible for CMAQ funding may include transit enhancements such as bicycle facilities and any infrastructure projects that considerably improve traffic flow.
Transportation Enhancement Program	This Virginia Department of Transportation program is available to local governments, state agencies and community groups that reimburses up to eighty percent for the cost of transportation-related community amenities.
Northern Virginia Transportation District Bonds	The Virginia General Assembly has previously authorized a series of bonds to support transit projects in Northern Virginia. 60% of these funds are financed through local recordation, right of way, and contract fees.

## Grants

New Starts & Small Starts is a transit investment program through the US Department of Transportation that provides capital assistance for: 1) modernization of existing rail systems; 2) new and replacement buses and facilities; and 3) new fixed guideway systems. Eligible recipients for capital investment funds are public bodies and transit agencies. Funds are allocated on a discretionary basis based upon an 80 percent Federal and 20 percent local funding distribution.

Virginia Department of Rail and Public Transportation Capital Assistance Grants: Supports a maximum of 95% of eligible expenses for public transportation capital projects. No Metro projects are defined in the DRPT's FY07 Six Year Program budget, though the Northern Virginia Regional Transit Authority (NVRTA) receives funds from these programs. The NVRTA provides additional grants to local governments and agencies, including Metro, for transit operations and capital improvements.

Source: Various Sources; Economics Research Associates, 2008.